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The South Being Discussed in Great Britain.

We republish from the London Times a letter upon the South written for that paper by the editor of the MANUFACTURERS' RECORD. While many of the facts and figures given in it have appeared from time to time in the MANUFACTURERS' RECORD, and are thus familiar to our readers, it is counted of some value to the South that such a showing as this has been put before the reading people of Great Britain in the publication which is generally regarded as the greatest newspaper in the world. The Times devoted a column editorial to this letter, and since its publication it has been widely commented upon by other leading English journals. The London Financial News, discussing this letter, to which it devotes much space, says:

Much has been said at various times of the great improvement that has taken place—say, in the last decade—in the economic position and prospects of the Southern States of the American Union. Mr. Richard H. Edmonds, of Baltimore, while recognizing the increasing interest felt in these States by European investors, and the generally intelligent appreciation of their condition, has volunteered to throw a still clearer light on the regenerated South. In a letter of two Times columns, crammed full of matter, Mr. Edmonds has described the wealth of the Southern States before the civil war, his object being to show that nearly thirty five years ago industrial progress had reached an even higher point than it has now. The argument is that if, in 1860, the South, with a small population, slave labor and few railroads, was in a more advanced economic state than the rest of the Union, there is no reason why it might not again, under improved conditions, distance the North. In many respects the South has already begun to surprise the capitalists of the North. The enormous and rapidly-increasing production of coal and iron in West Virginia and Alabama has materially affected these industries in Pennsylvania, and the cotton factories down South are gradually making up the leeway between them and the mills on the Fall River and other manufacturing centres in New England. It is significant that after the American output of pig iron had been overdone, and was perforce reduced, it was not in the Southern States that the restriction took effect, for there the furnaces were able to retain their markets, owing to greater cheapness of production. In these days it is not so much capacity for producing largely that tells as ability to produce cheaply, and in that respect the mineral regions of the South have the advantage of the North.

* * * No country can hope to accumulate wealth nowadays from agriculture, and the fact that the South has rehabilitated itself rather with

coal and iron than with crops shows that the teachings of experience are not neglected there.

On many occasions we have referred to the new spirit which infects the Southern States, and which has already borne good fruit. Mr. Edmonds makes a passing allusion to the new cottonseed oil industry, which has turned a waste product to profitable account, and so has enabled cotton-growers to flourish when cotton is at prices which a few years ago would have meant ruin. It is this new born faculty for using what aforesaid was neglected that seems to us the surest indication of the regeneration of the South. It is by such means as these that the return from Southern farming has reached 24 per cent. on the capital, as against 13 per cent. in the remainder of the Union.

A general discussion in the leading papers of Great Britain of the South and its advancement and the promise of future growth must necessarily bring about increased interest in this section as a place for investment.

The South's Corn Crop.

From the advance reports of the Agricultural Department the MANUFACTURERS' RECORD has compiled the production of corn in 1894 in the Southern States. It has been very often claimed that the reports of the Agricultural Department do not fully cover the yield of cereals, and it seems to be quite certain that in this case the department does not give the South credit for the full increase of its corn production. The yield throughout the South, and especially in the central Southern States from Carolina to Mississippi, by the testimony of everybody has been phenomenally large—greater in most cases than since the war. The report of the Agricultural Department, however, shows an increase of 48,000,000 bushels. The production by States for 1894 as compared with 1893, according to the report of the department, was as follows:

States.	Yield 1893 Bushels.	Yield 1894. Bushels.
Maryland.....	15,078,221	14,268,234 3
Virginia.....	31,234,046	34,195,855 79
North Carolina.....	29,954,313	32,959,485 54
South Carolina.....	12,501,035	18,728,822 866
Georgia.....	33,678,477	35,143,737 057
Florida.....	4,909,304	5,214,048 24
Alabama.....	28,329,514	34,760,317 739
Mississippi.....	25,817,179	35,931,266 264
Louisiana.....	15,216,266	17,800,183 648
Texas.....	61,170,965	69,335,678 85
Arkansas.....	32,110,814	38,437,833 48
Tennessee.....	63,649,661	68,060,313 672
West Virginia.....	14,089,051	12,611,972 645
Kentucky.....	68,068,060	67,892,301 6
Total.....	435,745,766	483,422,991 629

According to this statement there was a gain of 1,000,000 bushels in Virginia, 3,000,000 in North Carolina, 6,200,000 in South Carolina, 1,500,000 in Georgia, 6,000,000 in Alabama, 10,000,000 in Mississippi, 2,600,000 in Louisiana, 8,000,000 in Texas, 6,000,000 in Arkansas and 4,400,000 in Tennessee.

Even if the crop has not been underestimated, this gain of nearly 50,000,000 bushels in the yield of corn is a very important addition to the agricultural interests of the South. It means that the South is practically self-supporting in the amount of corn raised, and that its farmers, being less in debt and having this crop, will pass the winter and go

into next season's crop in good financial condition, notwithstanding the extreme low price of cotton. Moreover, it means that probably over one-third of the entire corn crop of the country for 1894 was produced in the South.

Freedom of Opinion at the South.

The Louisville Commercial, in commenting upon an attack made by a Memphis paper upon a prominent Tennessee republican, claims that this denunciation is due to the sectional feeling against this gentleman because of his party affiliations. Commenting on this, the Commercial says that the press of the South must deal with more liberality in political discussions, if the South is to receive such an influx of outsiders as is hoped for. Whether the Commercial's statement regarding the Memphis paper be true or not, there is no doubt of the fact that a great many Northern and Western people have the idea that a man cannot express his political opinions with entire freedom in the South, if they run contrary to general public sentiment, without, to a certain extent, being ostracised. In a greater part of the South this is not true; in some places it is, perhaps, true to a limited extent. It would be difficult to imagine a more shortsighted and narrow-minded policy than opposition to any man simply because of his political faith. The South needs a diversity of business, a diversity of agriculture, a diversity of ideas, a diversity of politics. We believe that the best interests of every community will be served by such a diversity of political faith as will bring out to the fullest extent the best and strongest men of every party. A community that lives within itself, that has only one political party or one political idea, like a community that devotes itself to one line of business, whether that be purely agricultural or purely manufacturing, must necessarily suffer. No country in the world can be permanently prosperous if it is wholly devoted to agriculture; there must be a diversity of interests. So no country in the world can reach the broadest plane of advancement, the highest development of its business and social interests, without such an intermingling and intermixture of ideas as to bring out the best forces of all.

The MANUFACTURERS' RECORD, speaking from a Southern standpoint, maintains that the greater part of the South is heartily in favor of welcoming immigrants without regard to their political faith. There are but few places in the South which have not yet broadened out sufficiently to recognize the fact that this is one great country, and every man is entitled to his own opinions. If this were not true the MANUFACTURERS' RECORD and the Southern States magazine would be wasting energy in trying to turn population southward.

To Help Manufacturers.

The interest which Alabama people are taking in developing manufacturing industries in that State is significantly shown in the work of the legislature. The first bill to come before that body at its present session, it is stated, was one providing where the sum of \$20,000 or over was invested in any kind of manufacturing enterprises, the property in which said money is invested, exclusive of the real estate, shall be exempt from State, county or municipal taxation for ten years. The real estate is to be taxed for that period at the same valuation at which it was assessed the year previous to location of the enterprise.

Manufacturers have been deterred from locating in several Southern States because of what seemed to be legislative hostility. The MANUFACTURERS' RECORD trusts that the bill referred to will become a law, as it will place Alabama on record as a promoter of industry. This in effect is a form of protection to encourage manufacturers, yet many of those who favor it can see no good in a protective tariff!

Baltimore Spreading Out.

The city of Baltimore is spreading out not only in the way of residence suburbs, but also in a manufacturing sense. Companies interested in manufacturing enterprises have noted the exceptional facilities for locating factories outside of the city limits. Readers of the MANUFACTURERS' RECORD are aware that the McShane Company, one of the largest makers of brass work and plumbers' goods in the world, has purchased a tract of land at what is termed St. Helena, near Sparrow's Point, and will locate its shops there; in fact, work has already begun on an iron foundry for the concern. In the same locality the City & Suburban Railway Co., it is understood, will erect repair shops and a carhouse for one division of its system.

Just west of the city, on a branch of what is known as Gwynn's falls, a company representing nearly \$500,000 will soon begin operating a woolen mill. In the northern suburbs the Baltimore & Ohio Railway Co. is considering the idea of building repair shops on an extensive scale. Near the southwestern line of the city it is understood that one of the power-houses of the Baltimore-Washington Boulevard Co. is to be constructed.

Sending Grain to the Grain-fields.

A significant indication of the crop ruin in Nebraska and other Western States is shown by an Omaha dispatch which states that the railroad companies, instead of hauling grain away from those States to the Eastern market, are actually hauling grain into them to supply the necessities of life. Contrast this with the crop reports from the South, and the general desire of the Western people to move southward causes little surprise.

MORE CANAL LETTERS.

The Necessity of Government Aid to the Nicaragua Canal Strongly Urged.

All Sections Interested in this Great Work.

The MANUFACTURERS' RECORD continues in this issue the publication of the views of United States senators and members of the House of Representatives in regard to the question of government aid in securing the building of the Nicaragua Canal. It is surprising to find the general unanimity with which this matter is commended. With comparatively few exceptions, all seem to favor government aid, or else the outright building of the canal by the government. The following letters will prove of interest:

Hon. J. N. Dolph, of Oregon: "In response to your circular letter of the 5th inst., I consider the Nicaragua Canal project, whether considered with reference to the commerce of the world, the coastwise commerce of the United States, the development of the resources of the Pacific coast or the prosperity of our people, the greatest enterprise of the kind projected during the present century. The value of the canal depends upon its being constructed and capitalized at its actual cost, and its control by the United States is necessary to enable us to secure the legitimate benefit of the enterprise to our commerce and to our navy, to which we are, by reason of our position, entitled. If its construction by a private corporation were possible, it has already been demonstrated that it must be capitalized at an amount which would largely destroy its value to commerce; for if the tolls and charges upon the canal were so great as to make but little saving of transportation as between the canal route and the ocean voyage around the Horn, it is apparent that the canal would be of little value. The necessity that the enterprise should be aided by the United States, and the canal, when constructed, controlled by this government, is apparent. If the canal can be constructed and capitalized at its actual cost and controlled by the United States, it will not only greatly shorten the distance and lessen the cost of transportation for our domestic commerce to the Atlantic ports and of our foreign commerce to European ports from the ports of the Pacific coast, but it would also, in proportion as it diminished the cost of transportation, increase the price of the products of labor in the home market and greatly stimulate production. Besides its commercial advantages, as Lake Nicaragua would furnish a convenient naval station, where our vessels could lie in fresh water awaiting telegraphic orders for either ocean, the effectiveness of our navy would be doubled, and the saving in expenditures of the United States for a navy would more than offset the cost of the canal to the government. I have always favored the construction of the canal by the government, and have done what I could to help create public sentiment in favor of the enterprise and of government aid to it. The present company, should the United States take hold of the enterprise, in my judgment, should be repaid the money it has expended, whether judiciously expended or not, and should receive a reasonable compensation for its concessions and possible profits, and no more."

Hon. James S. Sherman, of New York: "There can be no question as to the wisdom and expediency of the construction of the Nicaragua Canal at as early a date as possible. The highest patriotism and the best business interests alike call for this. Believing most thoroughly in the necessity of such a canal, I cannot but think that the government should render

the largest aid towards its completion. Both political parties have publicly advocated this aid, and I am quite sure that no wiser step could be taken than to furnish that aid promptly and fully."

Hon. James T. McCleary, of Minnesota: "I would say that my mind is not entirely made up, but from the information that I have been able to gather, I favor the construction of the canal; but it should be done either by private capital or by the government—not by a combination of the two, as I see it."

Hon. Wm. P. Frye, of Maine: "The completion of the Nicaragua Canal would be the crowning glory of this marvelous century. This is demanded by every interest of the republic, and our government should have control of it. By government aid the cost would be decreased one-half; so, too, the tolls through all time. I have been an active, earnest friend of the enterprise for twenty years, having done everything in my power by voice and pen to promote it."

Hon. Thos. C. Power, of Montana: "The country should have the canal. Our government should build and own it."

Hon. M. C. Butler, of South Carolina: "I regret that absence from home and the pressure of other engagements have prevented an earlier reply to yours of the 5th inst. I fully concur in the view expressed in your letter that 'the greatest enterprise now before the business world is the Nicaragua Canal,' and am sorry I have not the time and data before me to show that it is. As far back as President Arthur's administration I made a most careful investigation of the whole subject, examined all the available reports, surveys, estimates and possibilities of this great isthmean waterway, and satisfied myself it was the most important question to the United States in a commercial, military, political and diplomatic sense we have had to deal with since the foundation of the government—important in a commercial sense, because of the great saving of distance to our merchant marine in reaching that part of the world where we must seek and establish valuable commercial relations; in a military sense, because the control of such a strategic point would enable us to protect our Atlantic and Pacific coasts with the least possible risk or difficulty, and our commerce on the two oceans and Gulf of Mexico at a minimized cost and peril; and in a political and diplomatic sense, because it would settle in our favor the controversy which has been going on from the earliest days of our existence with foreign nations over this narrow strip of land. I regard the completion of this canal under government auspices, and, if you choose, by government aid, as of more vital importance to the people of this country than the building of the transcontinental railways. I have never hesitated and should not hesitate to advocate and vote for any proper measure with this end in view. I believe, under proper guarantees and restrictions, such as are possible under the concession from Nicaragua, the government can safely lend its aid to the building of the canal, and ought to do so. This canal would be of especial advantage to the South Atlantic and Gulf States, for when the time comes that the cotton in these States will be manufactured near the cotton-fields, as it certainly will come, and the manufacturers must cultivate the markets of the hundreds of millions of people on the far side of the Pacific ocean, the saving of distance in transportation will give them an incalculable advantage—an advantage which no patriotic citizen in any portion of the country will begrudge them. But I have extended this reply beyond what you expected, no doubt, and close with the remark that I made to President Arthur—'that if I was President of the United States, I would rather have my administration identified with the building of this great water-

way than any other question with which this country had had to deal in fifty years. It would give it most lasting fame, and contribute more to the well-being of his countrymen than any other.' I have seen no reason to change that opinion, but have rather had it confirmed by the experience and information of the years that have intervened."

Hon. John H. Mitchell, of Oregon: "Responding to yours of November 5, just received, in which you solicit from me a brief statement of my views upon the importance of the construction of the Nicaragua Canal, and upon the question whether it should receive government aid or not, I beg to say I cordially concur in the expression contained in your letter that the greatest enterprise now before the business world is the Nicaragua Canal. While the whole country and, indeed, the commerce of the world are vitally interested in the construction of this great work, no section of this country is so vitally interested as is that one which I in part represent in the Senate of the United States. I refer to the State of Oregon and the Pacific coast generally. I believe this great work should be constructed by government aid, and should be securely under the control of the government of the United States—either constructed by the government *in toto* or in such a manner that its operation will be under the control of the United States."

Hon. Josiah Patterson, of Tennessee: "I am heartily in favor of the construction of the Nicaragua Canal by the United States. I hope to see that great enterprise consummated by this government in the interest of commerce and civilization. When completed let it be thrown open on equal terms to the commerce of all nations, but always under the government of this country. It would be a misfortune to the world, and especially to this country, if this key to the commerce of the world should be subject to the greed of any private corporation. It is a national and not an individual enterprise. In my judgment this government should construct the canal through the instrumentality of the present company, and to this end I favor substantially the legislation now pending in Congress."

Hon. P. S. Post, of Illinois: "The United States should, beyond doubt, see that the Nicaragua Canal is built, and that it remains under the protection and control of this government. Whatever is necessary for that purpose Congress should do promptly."

Hon. Geo. C. Perkins, of California: "I beg to acknowledge receipt of your favor of 5th inst., asking my opinion as to the advisability of the prompt construction of the Nicaragua Canal aided by the loan of the credit of our government and under its control. I quite agree with you that it is vitally important to the United States; that it should be 'an American canal under American control,' as stated by General Grant. It is of vital importance to our country commercially, and as securing for it the preponderating political influence and prestige to which it is entitled by reason of its position among the nations of the world. Both great political parties are pledged to favorable legislation in its behalf by platforms and by letters of acceptance from presidential candidates; many State legislatures have passed joint resolutions in favor of government aid, and every commercial organization throughout the republic has petitioned Congress in its favor; consequently, aside from the great advantages to be attained thereby, I consider that our government is practically pledged to take favorable action, which has been already too long delayed. I shall do all in my power to aid such legislation, as California has instructed me by joint resolution of her legislature on two occasions."

Hon. Watson C. Squire, of Washington: "No enterprise has ever been inaugurated on this continent so fraught with advan-

tages to every interest, both public and private in the United States as the construction of the Nicaragua Canal. I am in favor of such legislation by the present Congress as will insure an immediate resumption and a speedy completion of the work, either by the United States government itself or by private capital under needful government aid and control. A neglect of so grand an opportunity to promote our national interests would be a culpable remissness."

ALABAMA-JAPAN PIPE CONTRACT.

What the Nicaragua Canal Would Do.

Mr. T. B. Nichols, second vice-president of the great Howard-Harrison Iron Co., of Alabama, in a letter to the MANUFACTURERS' RECORD in regard to the reported sale of iron pipe to Japan, says:

"We were the lowest bidders on 10,000 tons of pipe to be delivered at Tokio, Japan, with the understanding that there would be from 30,000 to 50,000 tons in the deal before it was closed, but we declined to sign up the contract, and we declined not because there was not enough margin in the work, but because the Japanese government required us to give a very excessive bond, and wanted us to leave a large percentage of our account until the contract was completed."

"As this is contrary to our policy, we having decided to sell to the export trade on a basis of cash, money to be deposited in this country, after spending \$600, \$700 or \$800 in cabling, we finally wrote to the governor of Tokio, telling him that we felt that we could not trade unless they would send a duly authorized agent of the government over here to examine into our manner and method of making pipe, said representative to have full authority to contract with us. It was necessary to do this in order to secure proper rates of freight and insurance, for we could not get a guaranteed rate from the sailing vessels unless we knew the amount of each size pipe wanted and the amounts per month to be shipped. The pipe, by the way, would have gone via Pensacola instead of Tocoma. It was necessary to have a representative come over here, as their specifications for making pipe were not satisfactory to us, being based on the European way of shorter lengths."

"Now, in regard to the benefits that would arise to us in the event the Nicaragua Canal was opened up, we would say that you have struck a warm spot in the writer's heart, as he has a large map of the proposed Nicaragua Canal in his office, which he looks at frequently, and dreams of rolling in wealth when the canal is opened. It would, so far as our business is concerned, give us all the Pacific coast, Mexican, Central and South American, Australian, Chinese, Japanese and Pacific coast island trade in our line not only for cast-iron pipe, but for our sugar machinery, and, in the opinion of the writer, we would rather have one foot of manufacturing ground in the State of Alabama than ten feet in any other State in the Union, after the canal is completed."

"I don't think I have exaggerated as to the business that we could control when you take into consideration that on this Tokio deal we paid heavy commissions, competed with all pipemakers of the world and paid long-distance freights via rail and sail via Pensacola, and still we were the lowest bidders."

"Now, if we could compete under these circumstances, you can readily understand that with a short line, low rates of freight and regular steamers, weekly or tri-weekly, it would not only throw all business in question to us, but the business of those countries to the other manufacturers in this section of the country; in fact, the whole of the Mississippi valley and Western States, as well as the Eastern States, would be materially benefited."

The Southern States of America.

[Richard H. Edmonds in London Times.]

In order that the readers of the Times who are so largely interested financially in various enterprises in the Southern States of America may fully understand the prospects for the future, it is necessary that they should know something of the conditions of the South prior to the late war and immediately after that disastrous struggle. In the latter part of the eighteenth and the early part of this century the South gave much attention to industrial pursuits, its foremost statesmen having been largely interested in manufacturing enterprises. In 1810 the manufactured products of the Carolinas and Georgia exceeded in value and variety those of all the New England States. The South Carolina Railway was the leading engineering accomplishment of its day, not only in this country, but of the world. After the invention of the cotton gin the production of cotton became so very profitable that the attention of the South was largely diverted to agricultural pursuits. From 1800 to 1840 the price of cotton ranged from forty-four cents a pound down to thirteen cents, averaging over seventeen cents a pound, the decrease being a very gradual one. Between 1840 and 1850 there was an overproduction of cotton, and prices declined to a point at which cotton-raising became for the time unprofitable. This resulted in the South's again turning attention to industrial pursuits, and from 1850 to 1860 there was a very rapid advance in the railroad and manufacturing interests of the Southern States. During that period railroad building was very actively pushed, and the Southern States constructed 7562 miles of new road, against 4712 miles by the New England and Middle States combined. In 1850 the South had 2335 miles of railroad, and the New England and Middle States 4798 miles. By 1860 the South had increased its mileage to 9897 miles—a quadrupling of the mileage of 1850—while the New England and Middle States had increased to 9510 miles, or a gain of about 100 per cent. The percentage of increase in population in the South from 1850 to 1860, even including the slaves, was 24 per cent., while in the remainder of the country the gain, due largely to immigration, of which the South received none, was 42 per cent.; yet from 1850 to 1860 the South increased its railroad mileage 319 per cent., while in the remainder of the country the gain was only 234 per cent.

While devoting careful attention to the building of railroads, the South also made rapid progress during the decade ending with 1860 in the development of its diversified manufactures. The factories were generally small, but in the aggregate the number swelled to very respectable proportions, the total in 1860 having been 24,590, with an aggregate capital invested of \$175,000,000.

Turning its attention, as it was thus doing, to industrial pursuits, the South continued to press its agricultural interests with untiring energy. The activity and vigor displayed by the South in the development of agriculture were fully as great as the energy displayed in the development of New England manufactures or that of the pioneers who opened up the West to civilization. The South has been less given to vaunting its own achievements, and the world has therefore heard less about them. But this agricultural development was the outgrowth of the same energy that built the first railroads in the country, that constructed more mileage between 1850 and 1860 than the New England and Middle States combined, that was rapidly at the beginning of the war building up manufactures, that gave to a Southern port the distinction of sending the first steamship that ever crossed the Atlantic. But to return to statistics. More interesting than the record

of Southern industrial advancement from 1850 to 1860 is the really marvellous agricultural advancement and the magnitude of the products of Southern farms in 1860. In order to rightly value all of these comparisons it should be remembered that the total population of the United States in 1860 was 31,000,000, of which the South had 6,800,000 whites and 4,100,000 negroes, or an aggregate of 10,900,000, just a little more than one-third of the total. With only one-third of the aggregate population and less than one-fourth of the white population, the South raised more than one-half of the total agricultural products of the country. Comparing the crops of the South and of the remainder of the country as given in the census of 1860 we have the following table:

Crops in 1860.	Yield in South.	Yield in remainder of the country.
Corn, bushels.....	358,153,000	472,297,000
Wheat, bushels....	44,800,000	125,200,000
Cotton, bales.....	5,197,000	1,000,000
Tobacco, pounds....	351,500,000	78,800,000
Rice, pounds.....	187,100,000
Sweet potatoes, bus..	38,000,000	3,600,000
Sugar, pounds.....	302,000,000
Value of live stock..	\$467,498,364	\$639,991,852
Molasses, gallons...	16,314,818	22,232
Beeswax and honey, pounds.....	13,551,151	12,835,704
Value of animals slaughtered.....	\$84,447,110	\$128,424,543
Value of home-made manufactures.....	\$16,585,281	\$7,672,941
Peas and beans, bus..	11,878,452	3,309,661
Wool, pounds.....	12,565,337	47,946,066
Cash value of farms..	\$2,308,409,352	\$4,336,004,869

It would be difficult to set forth more convincingly than these figures do the strong position held by the South agriculturally as compared with the rest of the country. The world generally credits the South of 1860 with having been only a producer of cotton, rice and sugar, but, as previously pointed out, the industrial and railroad interests were building up with great rapidity when the war came. These figures exhibit a condition of agricultural prosperity that must amaze those who have regarded the old South as a country lacking in energy. With one-third of the country's population and only one-fourth of the white population, the South not only produced all the cotton, rice and sugar raised in the United States, but also raised 44 per cent. of the total corn crop of 1860; 351,500,000 pounds of tobacco, against 78,800,000 pounds in the balance of the country; 38,000,000 bushels of sweet potatoes out of a total crop of 41,600,000 bushels in the whole country. It had over 40 per cent. of the total value of live stock of the country, or \$467,498,000 out of \$1,100,000,000. The value of the animals slaughtered for food purposes was \$84,400,000, against \$128,000,000 in all other sections combined. The cash value of farms in the United States in 1860, as reported by the census of that year, was \$6,638,000,000, and, though the South had only one-fourth of the white population, the value of its farms was more than one-third of the whole, or \$2,300,000,000.

Thirty per cent. of the entire banking capital of the United States, or \$117,400,000, was in the South in 1860. When the census of 1860 was taken the South ranked very high in wealth as compared with the rest of the country, showing its people were not slothful in the business of money-making. In that year the assessed value of property in Georgia was greater than the combined wealth of Maine, New Hampshire, Vermont and Rhode Island; South Carolina was \$68,000,000 richer than Rhode Island and New Jersey; Mississippi outranked Connecticut by \$160,000,000. In the assessed value of property per capita Connecticut stood first in rank, Rhode Island second, South Carolina third, Mississippi fourth, Massachusetts fifth, Louisiana sixth, Georgia seventh, District of Columbia eighth, Florida ninth, Kentucky tenth, Alabama eleventh, Texas twelfth, New Jersey thirteenth, Maryland fourteenth, Arkansas fifteenth, Virginia sixteenth and Ohio seventeenth. New York and Penn-

sylvania were also far behind the South in the amount of wealth in proportion to population, the former State ranking twenty-second and the latter thirtieth. In 1860 the total assessed value of property in the United States was \$12,000,000,000, and of this the South had \$5,200,000,000, or 44 per cent.

The business world knows in a general way something of the progress of the South since 1880; it gives that section credit for a wonderful advance, but it takes for granted that, as a result of this recent prosperity, the South is wealthier now than at any former time. Wonderful, indeed, has been the South's increase in values in the last ten years, but with all this growth the assessed value of property in the South today is a little less than it was in 1860, or thirty-three years ago.

Only by such a comparison as this can the loss of the South by the war be measured. Even then we cannot fully realize the degree of poverty which it entailed. Contrast the South of 1860 and the South of 1865. In one case we see a country increasing in wealth enormously, adding over \$1,300,000,000 to the cash values of its farms in ten years, spending \$220,000,000 in the same time on the extension of its railroads, \$35,000,000 in an increase of agricultural implements, and many millions in new factories and new banks; in the other we find at the close of the most disastrous war a degree of poverty and woe which no language can portray. For four years contending armies had occupied its territory, and proved that General Sherman was correct, if profane, when he said that, even at its best, "war is hell let loose." Desolation had swept over the land, leaving only blackened chimneys to mark the site where dwellings and factories had stood; fences were gone, farms were in ruins, and the returning soldiers, who had given four years to battle, returned only to take up the burden of life faced by conditions more appalling than the people of any other nation had ever met. Over the whole land poverty, and worse than poverty—despair—brooded. Debts had accumulated, and the outlook for the future was more gloomy than even a Dante could fully picture. Hundreds of thousands of the best men of the section had been killed or seriously wounded, while thousands, unable to see any hope for improvement, went West or North to find a home. Then came the absolute demoralization of the labor system, followed by political misrule and debauchery of the whole State governments, with the most unscrupulous white adventurers using ignorant negroes as their tools to enable them to carry out every gigantic swindling operation which fertile brains could invent.

The census of 1870 showed a decline in the assessed value of property in the South since 1860 of \$2,100,000,000, and the reign of terror or reconstruction period made another decrease of \$300,000,000 between 1870 and 1880. This, however, was but a moderate part of the loss. The cost of the war, the destruction everywhere visible, hundreds of thousands of those who had been the most vigorous men in their graves or permanently disabled, the South's share of national indebtedness, all summed up, would mean an aggregate loss of over \$5,000,000,000. How can we comprehend the meaning of such figures? This vast sum is eight times as great as the combined capital at present of all the national banks in the United States. It is greater than the aggregate capital invested in manufactures in the United States. Blot out of existence in one night every manufacturing enterprise in the country, with all the capital employed, and the loss would not equal the South's loss from 1860 to 1865. With the changed political conditions after 1876 there came some signs of returning prosperity, but it was not until about 1880 that the improvement was sufficiently de-

cided to attract general attention.

It has been stated that in 1860 the assessed value of property in the South was \$5,200,000,000 out of a total of \$12,000,000,000 in the entire country, or 44 per cent. Of course the true value was much greater. In ten years there was a startling change. In 1870 the South had only \$3,000,000,000 of assessed value, while the total for the whole country was \$4,170,000,000. While the South grew poor the North and West grew rich as never before. In 1860 the assessed value of property in Massachusetts was \$777,150,000, compared with \$5,200,000,000 in the South; in 1870 Massachusetts had \$1,590,000,000 of assessed property and the South \$3,000,000,000. Such was the poverty of the South that the one State of Massachusetts listed for taxes more than one-half as much property as the fourteen States of that section could show. The assessed value of property in New York and Pennsylvania alone in 1870 was greater than in the whole South. South Carolina, which in 1860 had been third in rank in wealth in proportion to the number of her inhabitants, had dropped to be the thirtieth; Georgia had dropped from the seventh to the thirty-ninth, Mississippi from fourth place to the thirty-fourth, Alabama from the eleventh to the forty-fourth, Kentucky from tenth to twenty-eighth, and the other States had gone down in the same way, while the Northern and Western States had steadily increased in wealth. In 1860 the assessed value of property in South Carolina, according to the census, was \$498,000,000, while the combined values in Rhode Island and New Jersey aggregated \$421,000,000, or \$68,000,000 less than South Carolina's. In 1870 the combined values in Rhode Island and New Jersey amounted to \$868,000,000 and the value in South Carolina was \$183,000,000. Thus, while South Carolina had \$68,000,000 more assessed property in 1860 than these two States, in 1870 their wealth exceeded South Carolina's by \$685,000,000.

Notwithstanding the mighty industrial advance in the South during the last ten years, the building of nearly 25,000 miles of railroad and the increase in agricultural production, the assessed value of property is not yet as great as it was thirty years ago, and Maryland—a border State—and Florida and Texas are the only States which have as much wealth now as in 1860.

These facts and figures exhibit the condition of the South in 1860 and after the war. Under such almost incomprehensible losses the South took up the burden of the re-establishment of its regular business interests, and about 1880 began to show signs of reawakened energy and life. On the other hand, the North, stimulated into great activity by the war, found, in the opening up of the West, a field for all its surplus capital and energy, bringing about an era of development that up to that time had never been equalled in the world's history. The combined financial forces of Europe and America, interested in making valuable the railroads that had been built on land grants, concentrated their energies in turning population westward. Almost every European village became a central point for the distribution of literature setting forth the attractions of the West. The vigor with which this work was pushed may be judged from the fact that about one-sixth of the Scandinavians in the world, or 2,000,000 out of 12,000,000, are now living in the Northwest. Such was the contrast between the South and other sections in 1880, when the first rays of the dawn of a better day were seen in the Southern States. Under such conditions, what has the South accomplished? It has demonstrated to the world that in iron, cotton and lumber manufacturing it is no longer a question as to whether the South can compete with other sections, but that it is a question as to whether other

sections can hold their own against the South. Southern cotton mills practically monopolize the coarse-goods trade, and are rapidly pushing into the production of finer goods. As late as 1886 Southern mills consumed only one-fourth as much cotton as those of New England; now they use one-half as much. In 1880 the South had \$21,900,000 capital invested in cotton mills, with 667,000 spindles in operation. The Southern cotton mills now represent an investment of over \$97,000,000, and have 2,700,000 spindles. Alabama is today making pig iron at less than \$6 50 a ton, probably a lower price than it is made anywhere else in the world. Experts have recently reported that in the Carolinas the best grades of Bessemer iron for steel-making can be produced at less than \$8 00 a ton. In 1880 the South had total farm assets of \$2,314,000,000. By 1890 there was an increase to \$3,182,000,000, a gain of 37 per cent., while during the same period the increase in all other States and Territories was only 30 per cent. This, it should be remembered, was accomplished by the South without the aid of immigration, while the West had the benefit of nearly 5,000,000 foreigners who settled there within that period. The total value of farm products in the South in 1880 was \$666,000,000, against \$1,550,000,000 for all other States. In 1890 the South produced of farm products \$773,000,000, a gain of \$107,000,000, or 16 per cent., while the gain in all other States and Territories was \$141,000,000, or 9 per cent. With total farm assets of \$3,182,000,000 in 1890, the South's farm products were worth \$773,000,000, or a gross revenue of 24.1 per cent. on the capital. All other sections of the United States combined had \$12,797,000,000 in farm operations, and the product was \$1,687,000,000, or 13.1 per cent. gross revenue. Thus the South's farming interests yielded for the capital invested nearly \$2.00 for every \$1.00 yielded in other sections. Moreover, by reason of the lower cost of living, because of less fuel, less heavy clothing and less expenses of all farming operations, the net results in favor of the Southern farmer are still greater. Turning from agriculture to manufacturing, we find that in 1880 the South had a manufacturing capital of \$257,000,000, which by 1890 had increased to \$659,000,000, a gain of 156 per cent., while the gain in the entire country was only 120 per cent. The value of the South's manufactured products rose from \$457,000,000 in 1880 to \$917,000,000 in 1890, a gain of 100 per cent., against an increase of only 69 per cent. in the whole country. The wages paid to factory hands increased from \$75,900,000 in 1880 to \$222,000,000 in 1890. Fifteen years ago cottonseed was a waste product in the South; now nearly 300 cottonseed-oil mills represent an investment of about \$40,000,000. In 1880 the South mined 6,000,000 tons of coal; in 1893 nearly 28,000,000 tons. Ten years ago the South's agricultural, manufacturing and mining products aggregated in value about \$1,200,000,000 a year; they are now nearly \$2,000,000,000, and are annually increasing. The increase in population during that period was only 15 to 20 per cent., as the South has had no heavy immigration to swell its growth. So practically the same people who ten years ago were producing \$1,200,000,000 a year are, by reason of being more fully employed, able to turn out nearly \$800,000,000 a year more than they were then doing. Within that time the South has more than doubled its railroad mileage, and trebled and quadrupled the traffic; it has more than quadrupled its iron and coal production, quadrupled its cotton mills, added nearly \$2,000,000,000 to the assessed value of its property and more than doubled its banking capital. Such is the record of the last ten years, worked out in spite of almost overwhelming obstacles. The situation now changes; the whole

trend of American development is southward. The greatest financial powers of Europe and America are beginning to turn their attention from the West and to centre their operations in the South. Population is already moving this way. The South is no longer discredited, but is everywhere esteemed as the most inviting field for the farmer, the manufacturer and the capitalist. Here are combined the best advantages of all other sections and all other countries without their disadvantages. Here are coal, iron, cotton, lumber, phosphates, the foundations for vast manufacturing interests, nowhere else in the world found in such proximity and in such abundance. In the light of these facts, and judging the future by the past, no man can dare set a limit to the South's future progress and prosperity.

SOUTH AMERICAN INDUSTRIAL CONDITIONS.

Colonel Avery Starts on His Pan-American Tour for the Atlanta Exposition and the Manufacturers' Record.

I.

ON THE OCEAN, STEAMER LIEBNITZ, }
October, 1894 }

Editor Manufacturers' Record:

Leaving New York on the steamer Liebnitz, under Captain Graham, of the United States & Brazil Mail Steamship Co., the Lamport & Holt Line, of which Busk & Gevons are the agents in New York, I sailed on the 13th for Rio Janeiro, Brazil, my first point. This line is the only line of mail, passenger and freight steamers making direct connection between the United States and Pernambuco, Bahia and Rio Janeiro, Brazil; Montevideo, Uruguay, and Buenos Ayres and Rosario, Argentine Republic. Brazil and Argentina are the two chief countries of South America, and hence the importance of this line can be understood.

THE MANUFACTURERS' RECORD wishes me, in connection with the unexampled opportunity afforded by my work of introducing our great Cotton States and International Exposition to the Pan-American countries, and obtaining their full co-operation in the important matter of enlarging the trade between them and the United States, to investigate thoroughly and to correctly report upon the industrial conditions in those lands, and to show the opportunities for introducing our industrial products and manufacturing machinery more widely in that great territory, our immediate neighbor and logical trade ally.

THE MANUFACTURERS' RECORD never entered upon a more important mission or one that will be more valuable to the immense industrial interests of the whole United States.

And I take especial pleasure and interest in this work. It is cognate and the legitimate sequence to the great general Southern direct-trade movement that, in co-operation with my friend, Col. T. P. Stovall, I have been so successfully pressing for the last four years, with such substantial results in new lines of steamers and large increase not only of Southern, but of national trade.

The establishment of new steamship lines from new sources of production to new markets creates commerce, and the two matters are correlative, interworking and retroactive upon each other.

I am able to give you some striking object-lessons in connection with and illustrative of this vast possibility.

One of the passengers on this vessel going down to Rio Janeiro is Mr. Myron S. Curtis, representing the great Brooks Locomotive Works, of Dunkirk, New York State. This concern has sold about \$1,000,000 worth of locomotives to the railroad, the Estrata Ferro Central Brazil, running out from Rio. The order covers sixty locomotives of four styles and two gages, of

which sixteen have been shipped by this line of steamers; four more are to go on the next steamer, and the remaining forty are being made at the rate of from four to five a week, and will be shipped right along as finished.

Forty of the engines are broad gage and twenty the meter size—smaller. Fifteen are broad-gage freights of eighty-five tons weight, and twenty-five broad-gage passenger locomotives. Fifteen are meter-gage freights and five passengers. The great freight locomotives are 12-wheel monsters.

The Brooks Works employ 1500 hands, and are enlarging all the time. In the last two years they made 150 locomotives for the Great Northern Railroad.

Mr. Curtis is going down to superintend the putting together of these locomotives and fixing them in operating order.

Now, this vast order is business, and shows what, by the Atlanta Exposition, backed by the United States government, is intended to be done for our international trade in those great neighboring countries. The United States gets the benefit of this colossal order; this steamship line has the big freight job of carrying the stuff, and American commerce, American manufactures and our direct-trade lines are that much better off.

But again. Among the passengers are Mr. J. J. Lansing and Herbert Cole, going to Buenos Ayres, the Argentine Republic, for the Walter A. Wood Mowing & Reaping Machine Co., of Hoosick Falls, N. Y. This company sells large quantities of mowers, reapers and rakes in Argentina, and these gentlemen are going down to join half a dozen more down there in putting up and instructing the operation of these machines.

This company works 1800 and sometimes 2000 hands, has a capital of \$2,600,000, makes about 45,000 machines a year. It produces 225 mowers, 100 binders and harvesters, twenty-four reapers and 100 hay rakes a day, and sells products all over the world. It has thirteen miles of railroad and two engines. It does \$1,000,000 worth of repairing yearly.

These great manufacturing plants are monuments of American enterprise, typical of American business genius, and vindicate such enterprises as the Cotton States and International Exposition, projected to establish the supremacy of the United States in international commerce.

South America, with her vast wilds and immeasurable undeveloped resources, presents a mighty field for American enterprise.

I. W. AVERY.

Newport News Reaching Out.

The constantly-increasing export trade of Newport News by way of the Chesapeake & Ohio and its Western ally, the Cleveland, Cincinnati, Chicago & St. Louis road, has been frequently referred to in the MANUFACTURERS' RECORD. A large addition to the business is to be made by way of Milwaukee and the great lakes. President Ingalls, of the Chesapeake & Ohio, advises the MANUFACTURERS' RECORD that a steamship line, which runs in connection with the Cleveland, Cincinnati, Chicago & St. Louis road, has secured extensive docks and warehouses at Milwaukee, and the company is expecting a "very good business from that part of the country to Newport News."

Benton Harbor, to which Mr. Ingalls refers, is located on Lake Michigan across from Milwaukee, and is on the Toledo & South Haven Railway, which connects with all the principal lines in Michigan. Thus the Cleveland, Cincinnati, Chicago & St. Louis will be a competitor for this business.

THE pioneers of the colony to be established in Baldwin county, Ala., on Mobile bay, have arrived at their destination. They number about fifteen adults, and are from Iowa, Missouri, Nebraska and California.

GENERAL NOTES.

Brief Mention of Various Matters of Current Interest.

THE Newport News Shipbuilding & Dry-Dock Co. has secured the contract to build a steamer for the Norfolk & Washington Steamboat Co. The vessel is to make over twenty miles per hour, and is to be completed by June 1, 1895.

A NEW trade journal has been started in Baltimore under the name of the American Packer. It is devoted to the canned goods interests of America. The initial number is a newsy one, and the management seems to have grasped the conditions necessary for success. John S. Hughes is the editor and publisher.

ADVICES have been received by the MANUFACTURERS' RECORD telling of the finding of a gold mine on "No Business Mountain," which is located about a mile from Critz station, on the Danville & Western Railroad, in Patrick county, Va. The discovery was made by Robert Hazelwood and H. Simpson on property owned by Wm. S. Floyd, of Baltimore.

THE Chesapeake & Potomac Navigation Co., referred to in the last issue of the MANUFACTURERS' RECORD, will operate a line of steamers on Chesapeake bay and the Potomac river, stopping at Norfolk, Portsmouth and other points en route between Baltimore and Washington. R. W. Applegarth and Clarence B. Hight, of Baltimore, are directors.

MARSHALL COUNTY (W. Va.) is being stirred up by the activity in oil developments. Leasing of lands and the buying of oil privileges is being briskly done and prospectors show a marked confidence in the outcome. Many new wells are being located, and the activity in erecting derricks has been a source of considerable business to the saw mills of this section.

DURING October, according to Stowell's Petroleum Reporter, the Appalachian oil-field of Northern West Virginia produced 2,581,250 barrels of oil, an increase of 164,330 barrels over September's production. The average daily production for October was 83,266 barrels. The aggregate daily production of new wells during the month was 7838, an increase of 926 barrels over the production from the same sources in September. The total shipments out of the region during the month amounted to 3,271,371 barrels, an increase of 304,506 barrels over the shipments of the preceding month.

IN carrying out the reorganization of enterprises in and around Middlesborough, the property of the American Association, Limited, by a decree of court will be offered at public sale. This company owns about 100,000 acres of mineral and timber lands in Kentucky, Virginia and Tennessee. It is entirely distinct, however, from the Middlesborough Town Co., which founded the town of Middlesborough, although some of the stockholders in both companies are the same. The foreclosure sale will probably put this property in condition for operation, and thus prove of much more benefit to that section than to have it tied up as it has been during the last year or two, without any effort being made to utilize it.

THE MANUFACTURERS' RECORD, of Baltimore, says that the question of protection should not be a party issue, but simply a business question, and calls upon the business intelligence of the South so to treat it, regardless of political affiliations. The MANUFACTURERS' RECORD says it is the true American policy, and the MANUFACTURERS' RECORD never said a truer thing than that.—Detroit (Mich.) Journal.

NEW BALTIMORE ENTERPRISES.

Nearly \$400,000 to Be Spent in Storage Buildings.

The Security Storage & Trust Co., recently formed in Baltimore, is negotiating for property in the northern section of the city, on which it will erect a brick and stone building to cost between \$125,000 and \$150,000. It will contain five stores on the ground floor to be used for banking and other purposes. The other floors will be used for storing personal property. The company will do a general banking business, and make a specialty of securing valuable articles, papers, etc. Henry S. King, a prominent merchant, and John S. Gittings, of the banking-house of that name, are interested.

The MANUFACTURERS' RECORD is also informed that an addition is to be made to the Graham Park avenue storage warehouse in Baltimore, which will double its capacity. This is one of the largest buildings of its kind in the country, but the business it is doing warrants the increase in its capacity.

More Kaolin in Florida.

Mr. Mark R. Bacon, of Ocala, Fla., who has been examining the kaolin deposits near Jacksonville, makes the following report to the MANUFACTURERS' RECORD:

"Within forty miles of Jacksonville are to be found large deposits of kaolin of good quality, easily mined, near transportation—both water and railroad. It is found along small streams and in the banks or shores of lakes, mixed with feldspar and silica of fine quality, in beds five to sixty feet in depth, with an overburden of from one to five feet, giving two to five acres of kaolin to the forty acres.

"Florida kaolin gives an analysis 5 per cent. better than the Chinese kaolin, and is in demand by the leading potters of Trenton, East Liverpool and other potting centres. It is far ahead of any other kaolin found in America, and the equal of that found in any country, making the finest of chinaware and best of commonware, also tiling, pressed brick, etc.

"I think the area of the deposit near Jacksonville will equal that of the Palatka district, and they claim an area of about 13,000 acres. Our lands can be bought now for about \$25.00 per acre in lots of 1000 or more acres. In the matter of transportation, this has the advantage of any other deposit yet discovered in Florida."

An Important Florida Canal.

Work has been in progress now nearly a year on the canal being built by the East Coast Canal Co. from Lake Worth to Biscayne bay, Florida. One dredge began at the upper end, working southward, and another commenced on Biscayne bay, working northward. The dredge on the latter end has cut fifteen miles, while the one at the northern end has cut about four and a-half miles. It will take about ten months longer before the enterprise is finished. The canal is to be five feet deep, sixty feet wide and forty-five miles long. When opened for traffic it is expected to have a stimulating effect upon the business of the section it passes through.

COL. I. W. AVERY, in a letter to the MANUFACTURERS' RECORD about his trip to South America, says: "I am carrying with me two very valuable articles of equipment. One is a magnificent fountain pen that I got from the Caw Co., 168 Broadway, New York, the best I ever tried, and an absolutely indispensable and invaluable accoutrement of the traveler. Always ready, always good, carrying it pinned in its flat case on your vest, it removes the bother of getting ink and pen in impossible places, and enables one to do business anywhere. The other is a kodak from the Eastman Kodak Co., of Rochester, N. Y., with which I propose to take views of men and things everywhere I go."

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 261.]

Baltimore & Ohio Annual Report.

The annual report of the Baltimore & Ohio makes a good showing in the items of earnings, expenses and improvements when a comparison with other years is taken, considering the general business depression. The total earnings for the period ending June 30, 1894, were \$22,502,662, a decrease of \$3,712,144. To offset this the expenses were \$15,560,689, a decrease of \$3,481,292, showing that rigid economy was maintained. The total income, including rentals, etc., was \$8,719,829, or \$490,836 less than in 1893. The greater part of this falling off can be attributed to labor disturbances in the Cumberland coal region; the general business depression and the decrease naturally arising in the passenger department from the contrast with the World's Fair travel of last year.

The unusually large sum spent in general improvements has been referred to before by the MANUFACTURERS' RECORD. The Belt Railroad through Baltimore, which will probably be in operation early in 1895, is, perhaps, the most notable of the improvements. It will give the Baltimore & Ohio three different passenger stations in the city, and, experts say, will increase the local business of the Washington branch fully 30 per cent., saying nothing of the shortening of time between New York and Washington through the all-rail connection between those cities. Other improvements are coal-shipping wharves and terminal yards covering in all nearly sixty acres in Philadelphia, yards at Brunswick comprising over thirty miles of track, fifty-nine acres of yards at Pittsburg, Pa., and nearly 100 acres at Benwood, W. Va., twenty-five acres and shops (to be built) at Cumberland, Md.

All along the main line betterments have steadily been made with the view of maintaining a high standard of efficiency. Over \$1,000,000 has been expended in this way within a year. Many new bridges and stations have been built, and 6525 tons of 85-pound steel rails have been placed on the roadbed. The report itself is very exhaustive, and efforts have evidently been made to make it as clear as possible to those interested.

Another Line to the West.

The extension of the East & West Railroad of Alabama and the report that it may connect with some other line is causing much comment in railroad circles. As it stands, the East & West can scarcely pay running expenses, for the reason that it practically has no terminals. Although 117 miles long and laid with 60-pound rails, it has to depend entirely on local traffic. In May, 1893, Eugene Kelly, the New York banker, purchased it for the bondholders, and now the Columbian Equipment Co., which includes Wayland Trask, another prominent New York banker, announces that the line is to be extended from Pell City to Birmingham, thirty-six miles. With this extension and one of about forty miles connecting its other end with the Seaboard Air Line, a chain of roads would be completed reaching from Portsmouth, Va., across the country to Kansas City, forming another trunk line. The combination would include the Seaboard Air Line, the East & West, the Kansas City, Memphis & Birmingham and the Kansas City, Fort Scott & Memphis. If the Chattanooga Southern is extended from Gadsden, Ala., its present terminus, to connect with the East & West, the system would have a northern branch to Chattanooga. The Columbian Equipment Co. has also secured a local road at Birming-

ham, giving it entrance to that city. This combination would make the Seaboard Air Line a competitor for Western export business.

Two Prosperous Roads.

At the annual meetings of the Richmond & Petersburg and Petersburg Railway Companies, held at Richmond, the present officers were re-elected. Despite the general depression which has caused a decrease in traffic, the Petersburg Company is in a position to declare the usual semi-annual dividend of 3 per cent. The report of the Petersburg shows net receipts of \$169,311.17, a decrease of \$44,694.89. The Richmond & Petersburg's net revenue was \$125,284.16, a decrease of \$26,284.38. Both roads form a part of the Atlantic Coast Line.

Winter Schedules Adopted.

The Southern Railway Co. has evidently determined to secure its share of the Florida business if good train service will accomplish it. Train 33, leaving New York at 4 P. M., will run solid from New York to Jacksonville, with Pullman sleepers from Jersey City to Tampa. Trains 35 and 36 will have Pullman sleepers between Cincinnati and Jacksonville via Asheville, N. C.

Another Texas Project.

East Texas seems to be favored as a field for new railroad projects. Three different parties are working in the interest of a line from Fort Worth to Alexandria, La., by way of Palestine, Rusk and Nacogdoches, and traversing the timber region. A. B. Blevins represents one syndicate, William Kennedy, of Austin, another, and George C. Probst, of Cincinnati, another.

Street Railway Combination.

The indications are that the Savannah Street Railway Co. and the Electric Railway Co. will be consolidated under a plan to issue \$600,000 in 5 per cent. bonds, which will be a blanket mortgage to cover the liabilities of both companies. They have been cutting rates for some time in competition, and recently made a fare of one cent per trip.

Large Railroad Buildings.

Several weeks ago the MANUFACTURERS' RECORD published a report that the Baltimore & Ohio Railway Co. would erect a roundhouse at Cumberland, Md. The company has recently purchased twenty-five acres of land in that city, and it is stated that fully \$500,000 will be spent in a roundhouse and machine shops to be built on the property.

Bought a Railroad.

A dispatch from Rome, Ga., states that the Nashville, Chattanooga & St. Louis Company has purchased what is known as the Rome Railway, extending from Kingston, where it connects with the Nashville, Chattanooga & St. Louis, to Rome, twenty miles in all. The purchase will give the Chattanooga system a route of its own into Rome.

A Large Contract.

Messrs. Monroe, Strang & Co., of New York, in a letter to the MANUFACTURERS' RECORD, confirm the statement that they have secured the contract to build the Kansas City, Pittsburg & Gulf from Fort Smith, Ark., to Shreveport, La. They state that they expect to begin construction in a few months.

Charleston to Have a Freight Bureau.

The city council of Charleston, S. C., has voted to appropriate \$8000 to pay the expenses of a freight and transportation bureau, which shall prevent discrimination in freight rates and other matters which may have an unfavorable effect on the city's trade.

In the Dayton System.

At the annual meeting of the Cincinnati, New Orleans & Texas Pacific, held in New York, M. D. Woodford was elected chairman of the board of directors; S. M. Felton chosen president of the company, and H. H. Tatem, treasurer. The result of the election convinces those interested that this line is now a part of the Cincinnati, Hamilton & Dayton system, as Mr. Woodford is at the head of that company.

Railroad Notes.

THE Eatonton Branch (Ga.) Railway Co. has elected C. N. West, president, and B. W. Hunt, secretary and treasurer.

J. W. BEHAN and Bertram Beer, of New Orleans, have purchased the Natchitoches & Red River road, sold at foreclosure sale.

ANOTHER electric car line has begun operations in New Orleans. The New Orleans Traction Co. has opened its Esplanade-street division.

THE Chesapeake & Ohio has made arrangements to shorten the time of its express trains between Louisville and New York one hour.

T. BENNETT PHILLIPS, of Philadelphia, has been appointed receiver of the Roaring Creek & Charleston. It is a branch of the West Virginia Central. About ten miles of it have been completed.

THE St. Louis, Iron Mountain & Southern has completed extensive improvements to the line. They included reballasting the track and relaying it for a long distance with 75-pound steel rails.

THE court has ordered the Georgia Southern & Florida to be sold at Macon on the first Tuesday in March, 1895, if \$4,500,000 can be secured. If not the sale is to be postponed until the next Tuesday.

AN interesting, neatly-illustrated book called "Hunting Grounds in Virginia and North Carolina" has been issued by the Southern Railway Co., giving much information in compact form useful to sportsmen.

THE Chesapeake & Ohio has bought the Lexington (Ky.) Passenger & Belt Line. This will give the Chesapeake & Ohio a direct route of its own through Lexington to the Louisville & Nashville station and save transfer charges.

SOUTHERN RAILWAY Co. representatives were elected directors at the annual meeting of the Knoxville & Ohio. They were Samuel Spencer, Samuel Thomas, E. J. Sanford, C. H. Coster, W. H. Baldwin, Jr., C. M. McGhee, J. Greenaug, A. B. Andrews and H. S. Chamberlain.

AT the annual meeting of stockholders of the South Carolina & Georgia road, held at Charleston, the following-named directors were chosen: Messrs. Charles Parsons, Walton Ferguson, William Lummis, Clarence S. Day, Frank B. Wesson, George A. Wagener, George Parsons, Charles Parsons, Jr., Henry Parsons, Edwin Parsons, 3d, and W. H. Platt, Jr. Charles Parsons, Jr., was chosen vice-president, and Mr. Henry Parsons, secretary and treasurer.

A LETTER to the MANUFACTURERS' RECORD says: "The Savannah, Americus & Montgomery Railway is doing splendidly. The earnings for the first week in October, 1894, show an increase of nearly 100 per cent. over the corresponding period of last year, and much ahead of both the first and second weeks in October, 1894, the biggest month probably the road ever had up to that time. The United States Supreme Court at Montgomery on Saturday decided the Pennsylvania Steel Co.'s suit in the company's favor on every point, and dissolved the injunction which has been holding back the foreclosure."

ST. LOUIS is to have a business league. Over 100 members have been secured. S. M. Kennard is chairman.

FINANCIAL NEWS.

A Great Banking-House.

Mr. J. Pierpont Morgan announces that on January 1, 1895, Drexel, Morgan & Co. will be succeeded by J. P. Morgan & Co., which will carry on the same character of business as the former firm. The Paris house is to be known as Morgan, Harjes & Co., instead of Drexel, Harjes & Co.; the Philadelphia house will be known as Drexel & Co. Robert Bacon, of Boston, will join this firm.

The changes referred to are occasioned by the deaths of Messrs. Drexel and Wright, who were partners.

New Financial Institutions.

The Joppa Building Association has been incorporated at Baltimore, Md., with John G. Mengel, president. The capital stock is \$500,000.

The Falls County Abstract Co., of Marlin, Texas, has been incorporated by J. A. Martin, W. J. Fink and E. M. Eddins. The capital stock is \$5000.

New Bond and Stock Issues.

N. W. Harris & Co., of Chicago, have purchased the \$37,000 of electric-light and water-works bonds to be issued by Cuthbert, Ga.

The Atlanta (Ga.) city finance committee has sold \$46,000 of 4½ per cent. refunding bonds, running thirty years from January 1, 1895. The bonds were purchased by J. A. McCord, cashier of the Atlanta Trust & Banking Co., and will net the city about 101.

Bids will be received until December 3 by W. W. Downing, clerk of board of supervisors of Hinds county, at Raymond, Miss., for the purchase of \$140,000 of 6 per cent. bonds of said county. The bonds are to be issued to take up securities about to secure, and are to extend fifteen years, with the option to redeem at any time after five years.

The \$3,000,000 of bonds to be issued by Kansas City, Mo., will be negotiated by a committee composed of S. B. Armour, J. S. Chick and J. F. Richards. The proceeds of the bonds are to be used in payment for the plant of the National Water Works Co. The bonds are to bear interest at 4½ per cent., and bids will be received until November 26. The contract between the city and James A. Blair, of New York, by which the latter is to take the entire issue at one-half of 1 per cent. premium, is to be abrogated if the city gets better terms in the proposals.

The first-mortgage bonds of the Baltimore, Chesapeake & Atlantic Railway Co. are offered for sale by Wilson, Colston & Co., of Baltimore. The total issue is \$1,250,000 of 5 per cent. gold bonds due in 1934. The company was recently formed by the consolidation of the Baltimore & Eastern Shore Railroad, Maryland Steamboat Co., Eastern Shore Steamboat Co. and the Choptank Steamboat Co. The combined net earnings of these four companies for the last fiscal year were \$158,824.08. The estimated net earnings of the consolidation are \$223,824.08. The annual interest on the bonds would be \$62,500.

Interest and Dividends.

The Petersburg Railroad Co., of Virginia, has declared a semi-annual dividend of 3 per cent., payable January 1.

The Kentucky Wagon Works, Louisville, Ky., has declared a quarterly dividend of 1½ per cent. on the common and 1½ per cent. on the preferred stock. The common stock amounts to \$840,000. The preferred stock is not large.

Financial Notes.

THE finance committee of the house of representatives of the Georgia legislature has decided to report favorably a bill appro-

priating \$25,000 to the Cotton States and International Exposition to be held at Atlanta.

H. T. RICH has become a half owner of the Bradford County Bank at Starke, Fla., with H. T. Hackett.

THE American Mutual Building and Savings Association of Tennessee, with a capital stock of \$1,000,000, has been authorized to do business in Texas.

THE First National Bank of Johnson City, Tenn., has suspended payments, and its affairs are in the hands of J. M. Miller, Jr., United States bank examiner.

THE firm of P. N. Clarke & Co. has just been appointed the Louisville agents of the Guarantee Co. of North America, succeeding the late Clinton McClarty.

A RESOLUTION introduced in the present session of the Georgia legislature by Representative Anderson authorizing the formulating of a bill to issue State bank notes to the amount of \$500,000 was killed on its second reading, having an adverse report from the committee on finance.

It is expected that the receivers appointed for the South Baltimore Car Works early in 1894 will have paid off the indebtedness of the works by the end of the year and have the property in condition to turn over to the company. Charles T. Crane and F. C. Latrobe, of Baltimore, the receivers, have canceled three-fourths of the indebtedness in three instalments, and by January 1 expect to be in condition to pay off the remainder, which will be nearly \$70,000.

THE validity of the issue of \$1,000,000 of bonds voted by Louisville, Ky., at the recent election for park purpose is to be tested. A friendly suit for that purpose has been instituted by W. R. & Morris Belknap, who ask for a perpetual injunction. The allegations are that the proposed issue was not ratified by the required two-thirds of the number of votes cast; also that the issue is a violation of section 158 of the constitution of Kentucky. This provides that cities of the first class shall not be authorized or permitted to incur indebtedness to an amount, including existing indebtedness, in the aggregate, exceeding 10 per cent. on the value of the taxable property therein. It is stated that the bonded indebtedness of Louisville is now \$8,807,000, and the total value of the taxable property is \$91,020,000.

Big Steamships at Port Royal.

In a letter to the MANUFACTURERS' RECORD referring to the depth of water at Port Royal and the capacity of some of the steamships that have loaded at that place, Mr. C. H. Betts, the local manager of the Johnston Line of steamers, says:

"We have loaded here on two occasions the steamship British King, 3042 tons net register. On her first trip from here she sailed on the 8th of June and carried a cargo of 3500 tons of rock, 1029 bales of cotton, 16,050 sacks of flour, 1115 barrels of soap stock, 257 logs, 2928 pieces of lumber, 906 sacks of cottonseed, six mills of staves. On this trip she called at Norfolk for cattle. She sailed from here on the 4th inst. on her second voyage with a cargo of 3250 tons of phosphate rock and 8920 bales of cotton. The steamship Jamaican loading here is of 2948 tons net register. She brought to this port a cargo of 1500 tons of salt and some general cargo. This steamer and the steamship Darien, both of the West India & Pacific Line, are now loading for Liverpool. The Johnston Line steamer Mentmore is due here on the 17th and the steamship St. Pancras on the 25th, both to load for Liverpool. Three of the steamers we have dispatched have crossed the bar drawing twenty-five feet."

Such shipments of general cargo, added to the import business that is being developed by these lines, indicates the value of the direct-trade movement.

PHOSPHATES.

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, November 22 1

In local circles the phosphate market has been quiet, as usual, during the week, and no movement of any importance is reported. Manufacturers are only buying small lots to fill immediate wants. The reports from points of production continue favorable, and in South Carolina the foreign shipments of river rock are quite active. There is a fair coastwise trade reported, and in land-mining districts business continues good and the development vigorous. From Florida the advices are of an encouraging character, and the market for rock is very steady, with a good foreign and domestic demand. The quotations at the close are as follows: South Carolina, \$3.25 to \$4.00 for crude, \$4.50 for hot-air-dried and \$6.50 to \$7.00 for ground rock, all f. o. b. Charleston. Florida rock is quoted \$4.50 to \$4.75 for river pebble, and \$4.75 to \$5.00 for land pebble, all f. o. b. Tampa or Punta Gorda. The local charters reported are the Fanny Rieche, Ashley river, S. C., to Seaford, Del.; Nellie W. Howlett, Fernandina to Baltimore, and Susan B. Ray, Charleston to Baltimore. A. L. Terau & Co. report charters of two vessels during the week: Schooner Oliver Packer, Tampa to Philadelphia or Baltimore, and the Au Sable, Tampa to Baltimore. Steamer and sail charters in New York are reported active at last week's closing rates. We note charters of phosphate as follows: A schooner, 398 tons, Fernandina to New York at or about \$2.00; a bark, 899 tons, from Ashpoo river, S. C., to Baltimore at \$1.80, and a schooner from Tampa to Philadelphia.

FERTILIZER INGREDIENTS.

The market for ammoniates shows more life at the late decline in values. Buyers are cautious, and only disposed to take small lots to meet their immediate wants. There is an ample supply of sulphate of ammonia and dried blood, with a moderate demand. Nitrate of soda is firm at previous prices, while stocks have been increased by late arrivals in New York.

The following table represents the prices current at this date:

Sulphate of ammonia, gas.....	3 35@ 3 40
Sulphate of ammonia, bone.....	3 30@ 3 35
Nitrate of soda.....	2 20@ 2 25
Hoof meal.....	2 10@
Blood.....	2 20@ 2 25
Azotine (beef).....	2 30@ 2 35
Azotine (pork).....	2 30@ 2 35
Tankage (concentrated).....	2 00@
Tankage (9 and 20).....	2 00 and 10
Tankage (7 and 30).....	19 00@ 20 00
Fish (dry).....	24 00@ 24 50
Fish (acid).....	15 00@ 15 50

Phosphate and Fertilizer Notes.

THE Fort White Phosphate Co., of Fort White, Fla., has begun running on full time at the new mill. The quality of the phosphate is said to be extra fine.

THE schooner Isabella Gill is due at Fernandina, Fla., and the schooner Florence is on passage for that port, both to load phosphate from the Albion mines.

THE Alexandria Chemical & Fertilizer Co., of Alexandria, Va., has chartered the schooner Oscar C. Schmidt to load phosphate rock at Charleston, S. C., for Alexandria.

MR. JOHN BEATTY, of Boston, Mass., was in Bartow, Fla., last week completing the deal on Phosphate Cox's lands, and expects to be ready to begin the erection of a mining plant soon after the holidays.

THE schooners Isabella Gill and Florence have been chartered to load phosphate at Fernandina this month for the Albion Phosphate & Mining Co. This will make six sailing vessels loading at that port in November.

MR. GARDNER, of the United States Phosphate Works, at Fort Meade, Fla., has just put in two new boilers and new

hydraulic pumps for his overburden dredge. Captain Ellis is working in a fine pit now, and dredging about fifty five to sixty tons daily of very choice pebble.

THE Southern Phosphate Works, one of the largest industries of Macon, Ga., was entirely destroyed by fire on the morning of the 18th inst. They consisted of a four-story mill building, 356x125 feet; acid chamber, three stories, 300x40 feet, and a storage building, 100x50 feet, all of which, with their contents, were entirely consumed. The loss is estimated at \$125,000 to \$140,000, with \$90,000 insurance. The company will rebuild.

THE annual report of Phosphate Inspector A. W. Jones, of South Carolina, now in course of preparation, will contain some valuable information in regard to the river phosphate industry of the State. The rapid recovery of the various companies from the effect of the storm of August, 1893, has been very marked, and the pending report will be looked forward to with interest by those engaged in this industry. The following is a general summary, which will conclude Inspector Jones's report: The total of river phosphate rock shipped for the year ending August 31, 1894, was 114,281.77 tons. Of the rock sent to market the shipments have been as follows: Foreign, 84,497 tons; coastwise, 10,173 tons; taken to Charleston, 12,730 77 tons; taken to Beaufort, 7884 tons. The amount of royalties to the State at fifty cents per ton for actual shipments, without regard to the price of the rock, was as follows:

Company.	Shipments Tons.	Royalties.
Crosaw Company.....	52,647 53	\$26,313 77
Farmers' Mining Co.....	37 334 00	18 667 00
Re-ufort Phosphate Co.....	16,611 00	8,305 50
Carolina Mining Co.....	5,005 00	2,502 50
Ashley Phosphate Co.....	2 4 24	107 12
James Reid.....	1,986 00	993 00
John C. Nelson.....	504 00	252 00
Total.....	114,281 77	\$57,140 89

The additional royalties due the State for excess of value "free on board" over \$4.00 per ton were \$2376 33. The total number of tons of rock mined during the year is estimated at 89,296 tons, and the number of tons on hand September 1, 1894, was 14,644.

Kaolin Sixty Feet Thick.

W. V. R. Powis, resident general manager of the Florida Kaolin Co., which has a \$10,000 mining plant established at Kaolin, twenty-three miles from Geen Cove Springs, on the Southwestern Railroad, in an interview with the Jacksonville Times-Union, stated that the president of the company is John A. Cockerill, formerly editor of the New York world. The company owns 1000 acres of land, on which, according to Powis, there is a deposit of first-class kaolin sixty feet thick. The plant has a capacity of mining twenty tons per day at present, but will soon have additional machinery added, which will increase the capacity to 100 tons per day. The kaolin is worth about \$12.00 per ton in New York. The New York office of the company is 29 Park Row. Spring Lake is the Florida postoffice address.

Fast Mails for the South.

MR. P. N. Clarke, of Louisville, in a letter to the MANUFACTURERS' RECORD, says: "Hon. Bruce Haldeman was today appointed by the Commercial Club of Louisville a committee to join a committee of the Cincinnati Chamber of Commerce to visit Washington for the purpose of securing a fast-mail service for the South. The Louisville Commercial Club has been very active in its efforts in this direction for several years, and partially secured the arrangement at the last session of Congress. If successful, it will mean the distribution of mails from six to twelve hours earlier in most of the Southern States, and will be of immense advantage to commerce."

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 260 and 261.]

A \$2,000,000 Cotton Mill for St. Louis.

A special dispatch from St. Louis, Mo., dated November 16, credits Jerome Hill, of that city, with the statement that he has completed arrangements for the erection of a big cotton mill. The cost of the equipment will, it is stated, be \$2,000,000.

Another Crop Estimate.

Estimates of the cotton crop of 1894-95 are volunteered from many sources. Authorities have sent out figures putting the yield as high as 10,250,000 bales and ranging down to 8,000,000 bales. The Agricultural Department issued a report on October 25 which placed the area planted at 19,525,000 acres and the yield 7,493,000 bales. In the November report of this department it is shown that the favorable weather, besides improving the crop, has greatly facilitated picking, so that the gathering of the crop has progressed more rapidly than in former years, and the crop has also been marketed in large quantities. The indicated average yield per acre for the entire cotton belt is 191.7 pounds, distributed by States as follows: North Carolina, 210; South Carolina, 168; Georgia, 155; Florida, 110; Alabama, 160; Mississippi, 195; Louisiana, 230; Texas, 235; Arkansas, 203; Tennessee, 157; all other States and Territories, 200. In the acreage percentages for the current season issued by the department in its report of last June there appears an increase in the area planted of 212,641 acres, the total acreage figuring out 19,737,641 acres. With the yield per acre in each State before us, an estimate of the crop can readily be calculated. This estimate figures out the crop as amounting to 7,958,616 bales.

An Idea to Reduce Cotton Acreage.

Hon. J. W. Sandeford, one of the members of the Georgia legislature from Burke county, and a large cotton-planter, offers the following plan, which is outlined by the MANUFACTURERS' RECORD, to reduce the acreage of cotton planted and thus to force up the price. His idea is simply to buy cotton for future delivery, in order to secure money when necessary from factors to pay for planting the next year's crops of all kinds. For instance, if a man needs \$1000 for this purpose, and is forced to borrow it by the ordinary method, he has to promise, say, the delivery of 100 bales of cotton next fall to secure the loan. Instead of doing this, Mr. Sandeford suggests that he take \$100 of the \$1000 loaned him and buy 100 bales for delivery at the time stated. In that way he can plant as much or as little cotton as he pleases, and if this custom is adopted to any extent among the planters it must force up the market for 1895 and enable the borrower to more than realize the amount borrowed in the sale of his "future" cotton. By buying the cotton when it is really below the cost per pound of making a crop he runs no risk of losing any profit on it. Here is an idea for planters and all interested in cotton production to study over. It is at least a novel plan for bringing about a reduction of acreage.

Moistening of Air in Our Cotton Mills.

Of the many important inventions that have been introduced to perfect the manufacture of cotton goods, but few have met with more favor than the Aeophor to regulate the humidity of rooms in our cotton mills. Since the attention of our manufacturers has been called to the advantages to be derived from its use it has seemed to have met with the most popular favor wherever it has been given a trial. The

United States Aerophor Air-Moistening & Ventilating Co., of Providence, R. I., has for the last six years been giving the moistening of the air in our mills a special study, and has succeeded in perfecting and putting on the market the most perfect machine in the world for doing that work. At a recent interview with Stephen Knight, of the firm of B. B. & R. Knight, the largest cotton manufacturers in the world, the following facts were obtained. Mr. Knight said to our reporter: "We have recently installed the Aerophor in the Hebron Manufacturing Co.'s mills at Hebronville and the Dodgeville Manufacturing Co.'s mills at Dodgeville, Mass., and are well pleased with its workings in both places. We have not yet made tests as to our gain in product by the adoption of this system, but believe it will be a large per cent., probably it can be safely said to be 10 per cent., with the help working with much more comfort than before, as we have the system installed with provisions made so that in cold weather we can inject warm air into our rooms, thus obtaining a temperature that is soft and agreeable, and in warm weather we can inject cool, moist air that not only increases the product, but makes the room comfortable for the operatives. In the use of this machine all trouble from electricity is averted, and all trouble from sudden and extreme changes in the weather are overcome."

This system has been adopted by many large mills in New England and the South, and we are confident in every case to their advantage. The company which has the sole right in the United States to manufacture and install this system is composed of gentlemen of the highest character and financial standing, and manufacturers who adopt the system in their mills can feel assured of a superior class of work. We believe that in the very near future the Aerophor will be accepted as a necessary machine in a well-equipped mill, as after a thorough investigation in the matter among its users we have as yet to hear of the first case where they are not well pleased with its working, as well as obtaining a handsome increase of product.—Editorial Boston Journal of Commerce.

Textile Notes.

THE Victor Cotton Mill, at Charlotte, N. C., will at once put on a night force and operate night and day.

THE Trenton Manufacturing Co., of Gastonia, N. C., reports its business at the present time good and the prospects for the future bright. The company's entire machinery is running on yarns ranging from 19s to 40s.

THE Atherton Mills Co., of Charlotte, N. C., has placed its order for the increase of its mill with the Pettie Machine Works, Newton Upper Falls, Mass., for revolving flat-cards, railway heads and drawing frames. An addition to the buildings is now in course of erection.

THE Enterprise Cotton Mills, of King's Mountain, N. C., are compelled to run their machinery night and day to keep up with the demands for yarns. This company throughout all the dull times has done a good and constant business. C. E. Falls is secretary-treasurer.

H. S. CHADWICK, president, and Secretary-Treasurer Wilson and Superintendent Nuttall are pushing work at the Dover Yarn Mills, Pineville, N. C., to the utmost in order to get the mill running by December 1. All the machinery has been changed around to make room for new machinery, most of which is now in.

THE Dover Yarn Mill, at Pineville, N. C., will soon be in operation. The extension of the main building is completed, and work is being pushed on the new house for the superintendent, and also eight new houses for operatives. The alterations and improvements will double the capacity of

the mill. New machinery is daily arriving and being placed. Mr. Ben Nuttall is superintendent.

THE cotton mill at Chester, S. C., has been put in operation by the Chester Mill Co., a corporation recently formed for the purpose. Messrs. D. A. Tompkins, of Charlotte, N. C.; Joseph Wylie and S. M. Jones, of Chester, S. C., and A. S. Tompkins, of Edgefield, are interested. The capital stock of the new concern is \$100,000.

An important meeting of the stockholders of the Rocky Mount (N. C.) Cotton Mills Co. was held in Raleigh last week. It was decided to issue mortgage bonds to pay off the debts contracted in building the important extension and additions to the mills. Mr. Battle, of Rocky Mount; Mr. B. N. Duke, of Durham, and Col. Bennehan Cameron, of Orange, and other large stockholders were present at the meeting.

THE Lockhart Shoals Manufacturing Co. is progressing rapidly with the work on its new mill at Lockhart Shoals, S. C. The building now in course of erection will be four and five stories high, 128x250 feet, and it will be pushed to completion as soon as possible. Water-power will be utilized to operate the plant. Mr. C. D. Farrar, of Lockhart, is president, and Jno. C. Carey, of Seneca City, treasurer and general manager of the company.

A PLAN is now well under way for the proposed cotton mill at Chattanooga, Tenn., mention of which was made last week. A petition for a charter for the Hamilton Cotton Mills has been filed, the incorporators named being A. M. Womble, H. C. Eager, Jno. C. Griffiss, J. C. Smartt, A. J. Signaigo, A. M. Johnson, M. A. Timothy and Scott Ralston. The company proposes to manufacture thread, yarn, twine, rope, cordage, cloth, etc., and the instalment plan of subscription will be followed. Mr. A. M. Womble is the prime mover in this project.

THE Lynchburg (Va.) Cotton Mill Co.'s business is going right ahead, its territory is spreading and a trade is just now being opened up with Brazil. The first consignment was shipped to New York last week for transportation to Rio de Janeiro. Other goods are now being manufactured for the same Brazilian concern. The cotton factory is working on full time and at its full capacity. All the goods it can make during the next ninety days are already sold, and orders are still coming in. The management of the mill expects to put in more spindles early next year, increasing the capacity to a considerable extent.

Busy Newport News.

In a letter to the MANUFACTURERS' RECORD, President C. B. Orcutt, of the Newport News Shipbuilding & Dry-Dock Co., writes:

"A contract has been given to the Newport News Shipbuilding & Dry-Dock Co. for a steamer for the Norfolk & Washington Steamboat Co. to cost about \$250,000. The boat will be about the same dimensions as those now on the route.

"We have in construction at the yard at the present time five steel vessels, including the gunboats, also some large repair jobs, with every prospect of increasing our business in the near future. We expect to have at least 2000 men employed at the ship-yard in 1895; the election decidedly revived things in our line.

"Arrangements have been made to extend the water mains of the Newport News Light & Water Co. to Hampton and Old Point Comfort at a cost of something over \$100,000; pipe for this work is now being delivered."

THE latest reports of work on the Galveston jetties are to the effect that a channel has been formed fifteen feet deep through which vessels are now passing. This channel is said to be gradually deepening.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Markets for Cottonseed Products.

NEW YORK, November 20.

The past week has again been one of considerable activity in the cotton-oil market. Some good buying by exporters for Brazil, where duties on cotton oil are shortly to be raised, has had the effect of attracting attention to the sensitive condition of the market, and has induced considerable buying by the home trade. There is but little response from Europe, however, and at the close prices are a trifle easier. Confidence in the article still prevails, however, and even with liberal receipts in December values should be maintained close to ruling figures. We quote for barrel loose oil at the South 21 cents, and for barreled oils on the spot: Prime crude, 26½ to 27 cents; off crude, 24 to 25 cents; prime summer yellow, 31 to 31½ cents; off summer yellow, 28½ to 29½ cents; prime summer white, 34 cents; cottonseed soap stock, 13 to 14 cents; cottonseed meal, \$20.00 per 2000 pounds ex dock here and dull. ELBERT & GARDNER.

Cottonseed-Oil Notes.

THE Wall Street Journal says: "The following is from good authority: We learn from sources very near to official that the American Cotton Oil Co. has an excellent outlook for the coming season. The refinery recently completed at Rotterdam and the tank ship now in successful commission give the company great advantages in the foreign market. The constant increase in the home consumption of its products and the low price at which seed was purchased this season are other favorable features."

THE cottonseed-oil market at Houston, Texas, is dull and sluggish. Mill are not willing to take up every offer made, and buyers are disposed to keep prices down. George H. Williams, of New York, in reviewing the market, says: "There has been a fair demand for cottonseed oil during the past week, and buyers have manifested more desire to obtain supplies; they appear to reason that prices are low and that it is safe business to buy in at least half of their requirements for the next sixty days at current prices. The quality of oil is poor, especially so in Texas; considerable oil has been rejected in Chicago on account of quality, and buyers have been forced either to cancel or buy from other sources. This has created a firmness to the market for near deliveries. Lard has advanced slightly; there is a good demand for this article, and it is now generally believed that there will be an improvement in values. An advance in lard of a half to one cent per pound would cause an active demand for oil and relatively higher prices. The foreign markets continue weak; Liverpool has declined £1 per ton during the week and other points have sympathized; hence there is no encouragement for higher prices from that source. Prime crude has sold 18 to 20 cents at mills, according to location, and in this market 24 cents for prime in barrels and 23 cents for off, and prime summer yellow 28 cents."

Durham's Chamber of Commerce.

The business men of Durham, N. C., have formed a chamber of commerce with W. A. Slater, president, and C. A. Jordan, secretary. Mr. Julian S. Carr was instrumental in forming the body, and in an address at the first meeting called attention to the valuable work it could do. Through Mr. Carr's influence largely a \$40,000 shoe factory may be located in Durham.

third district, are also largely engaged in milling, keeping up constantly a large stock of choice cypress and timber logs. They are making arrangements to add a number of improvements to their extensive plant. A new town has just been laid out above New Orleans called Hanson City, containing about 700 acres. The sale of lots recently held was very satisfactory, and the indications are that it will be of rapid growth, the location being a most desirable one.

Beaumont.

[From our own Correspondent.]

BEAUMONT, TEXAS, November 19.

There has been no improvement in the lumber market in this section during the past week, but it may be said that the amount of business transacted is of fair volume, with no urgent demand. In timber bills there has been some activity, and nearly all the mills are supplied with orders a few weeks ahead. The export business is holding up well, and in this branch of the industry there is more life than in any other. The Export Company is still receiving large cargo orders, and is greatly encouraged by the present improvement in its business. Besides having orders for something over 6,000,000 feet on its books, it is still receiving additional orders. During the past week one cargo of 500,000 feet was received for shipment to South America, and another of equal amount to New York. Schedules for 2,500,000 feet heretofore sold, together with shipping instructions, were also received, and the material is being gotten out. The Long Manufacturing Co. has nearly completed a float road or canal from the Neches river to the bayou, and in the event of a rise in the river the road will be used in floating cypress timber from the river to the bayou. The company is also having plans prepared for their proposed new mill, which will be a combination saw and shingle mill. Extensive improvements are contemplated, and as soon as the plans are approved the work of remodeling will begin. The annual meeting of the Reliance Lumber Co.'s directors will be held at the company's office in this city tomorrow, and on Thursday the stockholders will meet in annual session. The general condition of business during the past year has been of such a character that large dividends are not expected. The management of this company has been such that it now ranks among the solid corporations of Texas. The market at Orange has been fairly active during the past week, with shipments about the same as the previous one. The shingle situation remains unchanged; stocks being light, there is no effort to push sales.

Southern Lumber Notes.

THE Bailey-Lebby Co., 213 Meeting street, Charleston, S. C., wants bottom prices on about 100,000 feet of lumber.

THE T. H. Garrett Lumber Co., of St. Louis, reports its October business as good as that of October, 1892, which was a banner year.

THE shipments of yellow-pine lumber from the port of Darien, Ga., for the past week amounted to 6,126,565 feet. The exports from this port are increasing each week.

THE exports of lumber from the port of Brunswick, Ga., during the past week aggregated 2,348,468 feet, of which 2,100,000 were domestic and 248,468 feet were foreign.

THE Craig Lumber Mills, recently erected in Knoxville, Tenn., were started up last week. The machinery worked smoothly and the mills will be run at half capacity. The new mill will cut 30,000 feet per day.

THE receipts of lumber by rail at St. Louis for the month of October were 4247 cars, and by river 2,500,000 feet, against

3482 cars and 2,419,000 feet for September and 3135 cars and 1,280,000 feet in October, 1893.

THE American Hardwood Lumber Co., of St. Louis, has been incorporated with \$50,000 capital. The stockholders are Hoyt H. Green, president of Green's Car-Wheel Co.; George F. Cottrill, secretary; J. H. Kobush, president of the St. Louis Car Co., and George J. Kobush.

REPORTS from the yellow-pine mills at points of production in Missouri and Arkansas adjacent to St. Louis show that they are all busy, and some of them are being pushed to keep up with orders. The prices issued last month are generally adhered to by the parties to the agreement.

MR. J. M. DES ROCOERS, the well-known lumber buyer, has just bought 500,000 feet of lumber near Carabelle, Fla., and will ship it through the port of Jacksonville to Northern markets. Lumber cut in that part of Florida has usually been shipped either from Apalachicola or Pensacola.

THE Pierpont Manufacturing Co., of Crescent City, Fla., reports business as quite active. The company is turning out orange-box strips in large quantities, and also box sides. Its works are fitted up with the latest improvements, and is one of the most complete woodworking establishments in the State.

THE Loomis-Hart Manufacturing Co., of Chattanooga, Tenn., has been closed down about ten days for repairs to machinery. It resumed operations on the 14th inst., and will run steadily, being assured that it will have a full supply of orders. A rise in the upper streams is all that is needed to give a good supply of logs.

CAPT. W. B. LOWE and Mr. English, of Atlanta, have returned from down the Georgia Southern & Florida Railroad, having purchased the Mineola Saw Mills from Messrs. McLeod & Young, of Valdosta. The Atlanta capitalists will have them enlarged to a daily capacity of 40,000 feet, and will operate them by convict labor.

THE value of exports of lumber, etc., from Southern ports during the month of October are as follows: Timber, \$142,348; lumber, \$126,513; manufactures of wood, \$28,667—total, \$597,528. During the month Cuban shipments aggregated seven cargoes of 1,776,000 feet of lumber, a slight decrease as compared with the corresponding period last year.

THE first auction sale of imported hardwoods that has been held in New York since 1878 took place on the 14th inst. at the salesroom of Mason & Co., Limited. More than \$50,000 was realized from the auction, and it is believed that the so-called trust which has controlled the market for the past fifteen years has been broken up. The prices realized were very satisfactory, in many instances being higher than have heretofore prevailed. A large sale of domestic hardwood was held on the 16th inst., and arrangements have been made to have similar sales every Thursday for some time to come.

Iron Markets.

CINCINNATI, November 17.

THE market in crude iron has ruled quiet throughout the week. There are evidences of gathering strength, at least of enlarging consumption, but the indications are that there will be no important increase in buying until after the 1st of January. It is regarded as a remarkably healthy sign that there should be little or no increase of stocks, while the list of active furnaces is so large, and important lines of consumption, such as carbuilding, railroad equipment, agricultural-implement work, building work, etc., are so much restricted. The impression is common among buyers that there is unlimited idle furnace capacity in the country which awaits only a slight

improvement in the market to go to producing iron. The facts are quite the reverse. In the entire district where Connellsville coke and Lake Superior ores meet, namely, Pittsburg, Mahoning and Shenango valleys, Buffalo, Cleveland and Wheeling districts, every really available furnace is making iron to its full capacity. The product of this great region, which produces nearly three-fourths of the iron made in the country, was never so great as at present. It could not be materially increased if iron advanced \$5.00 per ton.

In the South, while there are many idle stacks, it is nevertheless true that production is nearly, if not quite, at the maximum limit. An improvement in demand and prices could only increase output to a limited degree, because the facilities for getting out ore, producing coke and handling the great mass of material required to operate so many furnaces are already taxed very nearly to the limit. The question, therefore, naturally arises to furnacemen as to what will be the effect upon prices when the railroads assume their normal position as buyers and other dormant industries revive.

Notwithstanding these arguments, however, the fact remains that prices are weak, and there is a good deal of pressure to sell both Northern and Southern brands. Furnaces are unwilling to make engagements running far into next year without a material advance in prices, believing that there will be important changes for the better soon after the first of the year.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry.....	\$10 00@10 25
South. coke No. 2 foundry, and No. 1 soft.....	9 50@9 75
Hanging Rock coke No. 1.....	12 00@12 50
Hanging Rock charcoal No. 1.....	16 00@17 00
Tennessee charcoal No. 1.....	14 00@14 50
Jackson county stone coal No. 1.....	14 50@15 00
Southern coke, gray forge.....	8 50@8 75
Southern coke, mottled.....	8 25@8 50
Standard Alabama car-wheel.....	15 75@16 75
Tennessee car-wheel.....	15 50@16 00
Lake Superior car-wheel.....	14 00@14 50

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$10 75@11 25
Southern coke No. 2.....	10 25@10 75
Southern coke No. 3.....	9 75@10 00
Southern gray forge.....	9 50@9 75
Southern charcoal No. 1.....	14 00@14 50
Missouri charcoal No. 1.....	15 00@15 50
Ohio softener.....	14 00@14 50
Lake Superior car-wheel.....	15 50@16 00
Southern car-wheel.....	16 75@17 00
Genuine Connellsville coke.....	4 50
West Virginia coke.....	4 75

We quote for cash delivered Boston:

Alabama No. 1 foundry.....	\$12 00@12 25
Alabama No. 2 foundry, and No. 1 soft.....	11 50@11 75
Alabama No. 3 foundry, and No. 2 soft.....	11 00@11 25
Alabama No. C. C. car-wheel.....	18 50@19 00
Strong L. S. coke iron No. 1 foundry.....	14 25@14 75
Lake Superior charcoal car-wheel.....	16 50@17 00
American-Scotch (Northern) No. 1.....	14 50@15 00
Jackson county silvery No. 1.....	17 25@18 00

NEW YORK, November 17.

THE interest in pig iron during the past week has centered particularly in two or three deals for round lots of Southern foundry and soft grades to be shipped by water before the threatened freight advance on January 1. The makers of Southern iron claim there is nothing in the situation to justify an advance in freights, and several charters have been secured for schooners to make early delivery to Eastern seaports. We suppose that more iron will come East in this manner than has been shipped heretofore. The belief in a better demand later is causing the furnace companies to ask higher prices for deliveries next year. There seems to be an abundance of iron, however, at current prices for early delivery.

We quote for cash f. o. b. New York:

No. 1 standard Southern.....	\$11 50@12 00
No. 2 standard Southern.....	11 00@11 50
No. 1 standard soft.....	11 00@11 50
No. 1 foundry lake ore coke iron.....	13 50@14 00
No. 2 foundry lake ore coke iron.....	12 50@13 00
Lake Superior C. C. W.....	15 00@15 50
Southern C. C. W.....	18 00@18 50

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 foundry.....	\$11 50@12 00
Southern coke No. 2 soft & No. 3 foundry.....	11 00@11 50
Ohio Scotch softeners No. 1.....	11 00@11 50
Lake Superior charcoal Nos. 1 to 6.....	15 00@15 50

PHILADELPHIA, November 17.

Several large lots of Alabama iron are coming forward to parties who are located on the waterways and need the iron for winter consumption. This is usually the dull season in the iron business, as we are on the threshold of winter. The outlook,

however, is much better than it was a year ago. There is a more hopeful feeling to be noticed on all sides. Prices temporarily are weak as far as early delivery is concerned. The furnaces in Pittsburg and vicinity may overdo the production process a little, and it is the fear that they will that causes the elastic scale of prices, particularly for Bessemer iron and its products.

We quote for cash f. o. b. Philadelphia docks:

Standard Alabama No. 1 X.....	\$11 50@12 00
Standard Alabama No. 2 X.....	11 00@11 50
Strong lake ore coke iron No. 1 X.....	13 50@14 00
Strong lake ore coke iron No. 2 X.....	12 50@13 00
Lake Superior charcoal.....	15 00@15 50
Standard Alabama C. C. W.....	18 00@18 50

ROGERS, BROWN & Co

Gold-Mining in Georgia.

THE gold belt of Northern Georgia is to have some vigorous development in the near future, judging by the number of gold properties being bought for development and the many stamp mills being erected. One of the oldest workings in this region is the Franklin mine, located in the northern part of Cherokee county. This property has been operated a great many years with more or less success. The present owners, the Creighton Company, obtained possession of the property a few years ago and operated a 10-stamp mill until last winter, when they added ten additional stamps and a chlorinating plant. Since these additions have been made everything about the plant seems to be working smoothly and profitably for the owners. The ore, we are informed by L. L. Thomasson & Co., of Chattanooga, Tenn., shows by analysis a little over \$8.00 per ton. Owing to the presence of a large percentage of sulphurets, not over 50 per cent, could be saved before the addition of the chlorinating plant, but now 98 per cent., it is claimed, is being saved. The capacity of the plant is fifty tons per day, which amount of ore is mined, milled and the concentrates chlorinated. Mr. Thomasson says: "Judging from the number of men employed, the wages paid, cost of wood, etc., the cost per ton for mining, milling and chlorination is not over \$2.50." The operations of this mine are now down about 450 feet, and it is said that the ore becomes more valuable as depth is attained. The success of this development is expected to stimulate the opening up of many other valuable gold properties in this section.

A Model Mining Town.

THE Pioneer Mining & Manufacturing Co., at Thomas, Ala., is preparing to open several tracts of coal land it owns. One vein is four feet thick, another three feet and another seven feet. At Thomas the company has its furnaces. It has also built a number of brick tenements for its employees. The town itself has electric lights, churches, fire department, a good water supply, and is a model of its kind. The company believes in the idea that it can avoid strikes by making its men comfortable, and is carrying out this idea. The coal veins will be opened to supply several large contracts which have been secured. Shipments will be made from the mines by eleven miles of railroad to be built.

To Drain Lowlands.

Senator Mercer, of the Georgia senate, has a plan to drain the lowlands in South Georgia by excavating a canal to connect the Altamaha river region with the harbor at Brunswick. It is estimated that several million acres of fertile land could be reclaimed for cultivation by this means.

THE monetary value of good roads is demonstrated by the experience of farmers in Colbert county, Ala. This county has an excellent system of public roads, and as a result farmers are able to haul heavy loads long distances to market, securing good prices and saving considerable over the usual carrying expenses.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad under way, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Bessemer—Iron Furnace.—The Tennessee Coal, Iron & Railroad Co. has put its No. 1 furnace in blast.

Birmingham—Iron Mines.—The Smith Company has bought an ore contract and mining machinery from the Tennessee Coal, Iron & Railroad Co. for \$53,000. The contract gives the Smith Company the privilege of raising ore on certain lands near Birmingham.

Birmingham—Broom Factory.—W. E. Roberts, late of Chattanooga, will locate a broom factory in Birmingham.

Marion—Water Works.—The city council has made another contract for water works. This contract is made with Messrs. J. C. Lee & Co., of Scott's Station, Ala., at \$23,000. There is to be 10,000 extra feet of main, an extra fire pump, several extra hydrants and two public fountains; in addition to which the tower is to be several feet higher than originally planned. All work is to be done at the expense of the contractors, and the town is not to be at any expense until the water works are completed and turned over to the authorities and properly tested.*

Marion—Telephone.—Ira J. Davis and C. W. Wilkerson intend to construct a telephone line from Marion to Selma and other points.

Thomas—Coal Mines.—The Pioneer Mining & Manufacturing Co. is now opening mines between Coalburg and Brookside to supply coke ovens at Thomas.

ARKANSAS.

Fort Smith—Refrigerator Works.—Martin S. Millard, who is reported as operating a refrigerator plant in Kansas City, Mo., has established a temporary branch at Fort Smith.

Malvern—Electric-light Plant.—The city will erect a plant for electric lighting. Contract has been let. The plant is to be completed by January 1.

Paragould—Electric-light Plant.—The Paragould Electric Light Co., capital \$500, has been chartered by T. H. Wyse, D. A. Bertig and others.

Rogers—Electric-light Plant.—King Bros. will put in the electric-light plant noted last week.

FLORIDA.

Apalachicola—Water Works.—Hebert & Lapeyre, of Chattanooga, Tenn., have been engaged to prepare plans and specifications for the proposed water works. A direct system will probably be recommended.

Brooksville—Phosphate Plant.—The French Phosphate Co. has purchased a large tract of land five miles from Brooksville and will immediately commence mining. There will be a \$20,000 plant erected, and a spur from the South Florida from Istachatta will be run to these mines, and work will be pushed to its fullest capacity.

De Funiak Springs—Kaolin Mining.—N. Colver has discovered kaolin deposits on his property, and developments may follow.

Key West—Ice Plant.—Wm. Curry's Sons have let contract for a 15-ton ice-making plant.

River Junction—Cement Plant.—H. S. Duval has nearly perfected arrangements with a syndicate of Northern capitalists for the construction of a \$50,000 cement plant at River Junction. Mr. Duval estimates that this new industry will give employment to 500 people.

Tampa—Cigar Factories.—A new building, 30x50 feet, two stories high, is to be erected at once for J. E. Spence & Co., who will manufacture cigars.

Another building for a cigar factory will be erected, 40x60 feet, two stories high.

Tampa—Rectifying Company.—H. R. Myers, of Cincinnati, has formed a partnership with R. Mugge, of Tampa, for the purpose of establishing a house for rectifying distilled liquors. A new building will be placed on Central avenue, and business will open about December 20.

GEORGIA.

Atlanta—Telephone System.—The Athens Telephone Exchange will construct a line from Atlanta to Athens; H. C. Conway, manager.

Brunswick—Marine Railway.—The Brunswick Foundry, Machine & Manufacturing Co. will construct a marine railway. Preliminary surveys are now being made.

Columbus—Steam Plant.—The Columbus Railroad Co. will also build a steam plant to furnish several hundred horse-power.

Elberton—Electric-light Plant.—Bills have been introduced in the legislature to authorize the city to issue bonds for an electric-light plant and a system of water works. The citizens recently agitated this matter and voted on an issuance. Address the mayor or W. B. Henry, clerk to council.

Lyons—Saw Mill.—W. O. & W. J. Donovan are putting new machinery in their saw mill.

Macon—Phosphate Works.—The Southern Phosphate Works will at once rebuild its plant burned on the 18th inst. The plant was valued at \$125,000.

Macon—Fire-arms Factory.—It is reported that J. F. Weston, of Alabama, will establish a fire-arms factory in Macon.

Mineola—Saw Mill.—Capt. W. B. Lowe and Mr. English, Atlanta capitalists, have purchased the Mineola saw mill from McLeod & Young, and will enlarge it to a capacity of 40,000 feet per day.

Rome—Aluminum Furnace.—It is reported that an aluminum furnace will be built.

Valdosta—Packing-house.—B. W. Bentley and others will establish a pork packing-house.

Valdosta—Soap Factory.—B. P. Jones, manager of the Valdosta Guano Co., contemplates adding to the plant a factory for manufacturing soap from the cottonseed-oil waste.

Vidalia—Saw Mill.—Pearson Bros. have put new machinery in their saw mill.

KENTUCKY.

Carrollton—Water Works.—The city has decided to construct a system of water works, and G. W. Pearsall, of Harrison, Tenn., has completed the preliminary survey, and is now preparing plans and specifications. Bonds for \$20,000 will be used to pay for the system. Address the mayor.

Casky—Flour Mill.—E. W. C. Edwards will build and operate a 40-barrel flour mill.

Lexington—Spoke Factory.—C. J. Stratton will not build a saw mill, as was lately reported, but will erect a spoke factory to cut only white-oak stock. Operations will be conducted under the name of the Stratton Spoke Co.

Louisville—Mineral-water Factory.—Charles Goss & Son will erect a mineral-water factory to cost \$3000.

Louisville—Distillery.—H. Hoffheimer & Bro., of Cincinnati, have purchased the Harris distilling plant from Charles Lemmon, and will operate it.

Middlesborough—Coal and Coke Plant.—The property of the Mingo Mountain Coal & Coke Co. has been sold to A. E. Richards, of Louisville, representing the bondholders. The company will be thoroughly reorganized.

Milledale—Flour Mill.—Lamb & Prewitt will erect a large flouring mill.

Morganfield—Ice Plant.—D. M. Rhea will put in a seven-ton ice plant.*

LOUISIANA.

Abbeville—Sugar Refinery.—R. H. Washburn will erect a central sugar refinery at a cost of \$200,000.

Hanson City (P. O. Kenner)—Land Company.—The Hanson City Land Co. has been chartered with a capital stock of \$100,000 by Hunter C. Leake (president), H. A. Mullaly (vice-president), Horace W. Sessions (general manager) and S. R. Alsbrook, Jr., (treasurer), all of New Orleans. Their purpose is to develop Hanson City, buy and sell real estate, etc.

New Orleans—Ship-yards, Machine Shops, etc.—Richard L. Robertson contemplates the erection of a large shipbuilding and marine railway, and Crandall & Co., of Boston, Mass., have been engaged to estimate on cost of same. The ways are to accommodate ships of 6000 tons, and in addition will be built shops for the entire repair of boilers, engines, hulls, etc. Machinery to the value of \$160,000 will be purchased. A stock company is proposed to own and operate the plant.

New Orleans—Ice Rink.—The Arctic Skating & Refrigerating Co., Limited, is the name of the

company already noted as to construct an artificial-ice skating rink. The board of directors consists of Thomas W. Castleman, Frederic L. Joubert, Robert R. Zell, John H. Murphy and Robert F. Burton. Thomas W. Castleman is the president; Robert F. Burton, vice-president and manager, and F. O. Minor, secretary and treasurer.

New Orleans—Cotton Wharves, etc.—The Texas & Pacific Railroad Co. will at once rebuild the extensive cotton wharves, etc., at Westwego, destroyed by fire last week.

New Orleans—Electric power Plant.—The erection of an electric-power plant by the St. Charles and the New Orleans Street Railway Companies is talked of.

Plaquemine—Shingle Mills.—August Levert & Co. will add boiler and engine to their shingle mill.*

Shreveport—Fertilizer Factory.—The Shreveport Fertilizer Co., Limited, has been chartered to manufacture and deal in fertilizers. J. J. Green is president and general manager; W. F. Taylor, vice-president, and S. B. McCutchen, secretary-treasurer; capital stock \$50,000.

Shreveport—Machine Shops.—The Kansas City, Shreveport & Gulf Railway Co. will build general shops for building and repairing rolling stock, machinery, etc; \$50,000 will be expended; Fred B. Hubbell, secretary-treasurer.

MARYLAND.

Baltimore—Agricultural Implements.—The S. S. Lamberd Co., to deal in agricultural implements, has been incorporated with a specified capital stock of \$20,000 by S. Luther Lamberd, James J. Ryan, Wm. E. Quinn, Wm. P. Fricker and Wm. C. O'Dill.

Baltimore—Electric Car-heater Works.—The Whittingham Electric Car Heating Co. has been incorporated under the laws of West Virginia, and will locate its plant in Baltimore. The incorporators and directors are Alexander Brown, Percy B. McLaren, Henry W. Williams, Frank Della Torre and G. H. Whittingham, and they have taken the \$100,000 stock. The company will manufacture an electric car-heater invented by Mr. Whittingham.

Baltimore—Navigation.—A certificate of incorporation of the Chesapeake & Potomac Navigation Co. has been filed for record, with Frank A. Barnaby, Clarence B. Hight, Rufus W. Applegarth, George Whitelock, George B. Baker and Courtland da Lacy Evans as incorporators. Its object is to navigate the waters of this and adjoining States by steam and sail vessels. It has a capital stock of \$50,000, divided into 500 shares.

Baltimore—Building Company.—The Stafford Building Co. has been incorporated by Wm. A. Moale, John S. Gitting, Julian J. Alexander, Charles E. Cassell and Chas. W. Nash; capital stock \$350,000, divided into 3500 shares.

Baltimore—Refrigerating Plant.—The Eutaw House has contracted for a refrigerating plant.

Cumberland—Machine Shops.—The B. & O. R. R. Co. (office, Baltimore) has secured twenty-five acres of land, on which it will erect machine shops at an expenditure of \$500,000. Work will be started this year.

Fairfield—Guano Works.—The Monumental Construction Co. will build a new addition to its works near Fairfield, which will be two stories high, 60x120 feet. The new building will be used for the manufacture of guano. The company at present has an acid plant, which has been recently removed from New York.

Lutherville—Coal and Lumber Company.—The Suburban Coal & Lumber Co. of Baltimore County has been incorporated by Charles A. Roe, James P. Reese, Richard C. Massenburg, B. Vincent Keelan and Samuel C. Dail with a capital of \$7000.

Vienna—Canning Factory.—J. W. T. Webb has purchased and will operate the Houston canning factory.

MISSISSIPPI.

Greenville—Manufacturing.—Jas. A. Deaton, John M. Fisher, L. P. Smith, Geo. F. Archer and A. J. Moore have incorporated the Batchlor-Bend Manufacturing Co. for manufacturing and other purposes. The capital stock is \$20,000.

Meridian—Factory.—The Young Men's Business League has closed negotiations for the location of another factory. Contract for the building (iron) has been let to C. M. Rubush.

Quincy—Electric-light and Gas Plant.—The city will petition the legislature for authority to erect an electric-light or gas plant.

Vicksburg—Box and Match Factory.—The proposition of C. W. Wilmeroth, of Chicago, to establish a box and match factory in consideration of a bonus of \$5000 has been favorably received by the Board of Trade. A committee was appointed to canvass for subscriptions. The factory is to employ seventy-five hands.

MISSOURI.

Hannibal—Mercantile.—The Settles-Lingle Mercantile Co. has been chartered with a capital of \$5000; incorporators, A. J. and Emmett V. Settles and John O. Lingle.

Joplin—Coke Ovens.—The Picher Lead Co. is adding coke ovens to its plant.

Kansas City—Brokerage.—The J. G. & J. W. Stowe Brokerage Co., capital \$10,000, has been incorporated by J. G., A. F., W. J. and H. M. Stowe.

Kansas City—Flour Mill.—It is announced that the Rex Milling Co.'s mill on the banks of the Kaw river, which was recently destroyed by fire, will be rebuilt. It is expected to have the new plant finished by June 1, 1895, and it is to have a capacity of 4000 barrels a day, while that of the one destroyed was 2000 a day. The elevator will also be enlarged from a capacity of 200,000 bushels to 500,000 bushels.

Kansas City—Cigar Factory.—The Co-operative Cigar Co. has filed articles of incorporation with \$3000 capital stock.

Kansas City—Ink Company.—The Midland Printing Ink Co. has filed a statement of increase of capital stock from \$2000 to \$10,000.

St. Louis—Tobacco Factory.—Ground has been purchased and plans perfected for the erection of what is claimed will be the largest tobacco factory in the world by the Liggett & Meyers Tobacco Co., whose plant was burned recently. The buildings will cover twenty acres and cost \$1,000,000; 3000 workmen will be employed.

St. Louis—Woodworking Factory.—The Rivers Stepladder Manufacturing Co. has been incorporated with an all-paid capital stock of \$5000.

St. Louis—Clothing.—The Finley Hull Clothing Co. has been incorporated with an all-paid capital stock of \$40,000. The stockholders are Camillus Finley, William Hull and Albert Haberman.

St. Louis—Cotton Mill.—It is currently reported that Jerome Hill has stated that a \$2,000,000 cotton mill will be built.

St. Louis—Cutlery.—The Sperry Cutlery Co., capital \$20,000, has been incorporated by Michael Jordan, P. F. Sperry and H. F. Langinsburg.

St. Louis—Electric Company.—A charter has been granted to the Carthage, Webb City, Joplin & Galena Electric Co., capital stock \$175,000; incorporators, John N. Bofinger, J. J. Taussig, David R. Powell, C. C. Carroll and James P. Dawson.

St. Louis—Manufacturing.—The Gundlach Nelson Manufacturing Co., capital \$10,000, has been incorporated by August Gundlach, H. P. R. Nelson, B. R. Kaiser and L. K. Low.

St. Louis—Pipe.—The New Haven Pipe Co. has been chartered with a capital of \$10,000; incorporators, A. S. and A. E. Speirs, James Smith and Wentworth Terry.

St. Louis—Brick Company.—The Mount Pleasant Brick & Quarry Co. has been incorporated with an all-paid capital stock of \$40,000.

St. Louis—Machine Company.—The Knapp Machine Co. has been incorporated with an all-paid capital stock of \$4000.

Walnut Grove—Flour Mill.—S. C. Hargrave has bought the Grisham Mill and will equip it with roller process outfit for thirty barrels daily.*

NORTH CAROLINA.

Biltmore—Ice Plant.—Reed Bros. & C. R. Whitaker are erecting a large ice plant.

Charlotte—Canning Factory.—The Mecklenburg Cannery Association is endeavoring to locate a can factory.

Durham—Shoe Factory.—J. S. Carr has induced the location of a boot and shoe factory capitalized at \$50,000, \$10,000 of which must be subscribed in Durham.

Durham—Cotton Mill.—The Durham Cotton Manufacturing Co. is enlarging its building to accommodate the additional machinery already reported.

Durham—Ice Plant.—An ice plant is reported as to be started by January 1.

Egypt—Coal and Iron Mines, etc.—The Langdon Henszey Coal Mining Co. has been incorporated in Chatham county with \$1,000,000 capital stock. It will operate coal, iron and slate mines, etc., in Moore, Randolph and Chatham counties. The company is composed of S. P. Langdon, S. A. Henszey and K. H. Waite, all of Pennsylvania, and the old Egyptian mines have been acquired.

Fayetteville—Electric-lighting.—The city council is considering the matter of more thoroughly lighting the city streets by a new electric system or otherwise. Anyone having anything new and desirable may find it to their advantage to correspond with W. S. Cook, mayor.

Hickory—Gold Mines.—M. E. Thornton writes in regard to the gold-mining company in which he is interested, noted last week, that charter will

be obtained from the next legislature. Alfred Wortman, of Gragg, N. C., is also interested.

Raleigh—Electric-light Plant.—The Raleigh Electric Co., organized with Alf A. Thompson, president, will put in a complete plant for incandescent lighting. F. H. Briggs is secretary-treasurer, and A. B. Andrews, J. H. McAden, of Charlotte; Julian S. Carr, J. A. Jones and others, directors.

Sanford—Woodworking Plant.—A stove and heading factory will probably be started. For information address P. O. Box 48.*

Waynesville—Telephone System.—J. E. Hellams contemplates constructing a telephone system.

SOUTH CAROLINA.

Spartanburg—Umbrella Company.—H. E. Ravenel, W. A. Park and A. F. Park are organizing the Carolina Umbrella Co.

Sumter—Telephone Works.—The Mason Telephone Co. has let contract for enlarging its works, and will put in additional machinery.

TENNESSEE.

Brownsville—Electric-light Plant.—A franchise has been granted to Jno. R. Bond, Jas. A. Brewer and John Clinton for the erection and operation of an electric light plant.

Chattanooga—Cotton Mill.—The proposed cotton mill noted last week is to be built very soon, and application has been made for a charter under the name of the Hamilton Cotton Mills. H. C. Eager, John C. Griffiss, A. M. Womble and others are the incorporators. A. M. Womble can be addressed.

Ducktown—Copper Plant.—The Pittsburg & Tennessee Copper Co. contemplates putting in more machinery.

Elizabethton—Knitting Mill.—It is reported that a knitting mill will be started.

Emberville—Sale of Iron Furnace, etc.—The blast furnace and other property of the Emberville Freehold Land & Iron Co. was sold at public auction on the 17th inst. to the Londona (England) Trust Co. at \$120,000.

Smyrna—Cotton Gin.—Hager & Gwyn will erect a new cotton gin.*

Smyrna—Rolling Mill.—W. H. Gregory contemplates putting in a rolling mill (probably means roller flour mill).

Tennessee—Lumber Plant.—The West Tennessee Spoke & Lumber Co., of Terre Haute, Ind., capital stock \$10,000, has been incorporated by David E. Allen, James W. Crook and Elwood M. France to purchase lumber and manufacture and sell spokes, wheels and all other kinds of wheel material. The plant will be located in Tennessee.

TEXAS.

Austin—Sewers.—The laying of about 6000 feet of eight-inch pipe will soon begin, completing the city of Austin sewerage system; Jno. T. Smith, chief engineer.

Austin—Artesian Wells.—Two artesian wells will be bored to obtain water for natatorium at depths estimated at 1400 and 1900 feet. Address J. N. McArthur.

Beaumont—Lumber Plant.—The Long Manufacturing Co. is having plans prepared for remodeling its plant for a combination saw and shingle mill.

Beaumont—Lumber Mills, etc.—The Texas Tram & Lumber Co. will erect a new dry-kiln and make additions and improvements to its lumber mill.

Dallas—Manufacturing.—A charter has been granted to the Southern Manufacturing Co., capital stock \$50,000; incorporators, W. J. Porter, F. T. Porter and J. W. Rogers.

Dallas—Box Company.—The Texas Box & Basket Co. has been incorporated with a capital stock of \$25,000. Incorporators are C. W. Parker, W. K. Parker and W. S. Hooper.

Dallas—Cotton Gin.—H. O. Samuel will build a cotton gin next summer.*

Ida—Cotton Gin.—Cole Bros. will build a new cotton gin next spring.*

New Hope—Cotton Gin.—Harris & Samuels may enlarge their cotton gin.

Palestine—Candy Factory.—J. W. Wagner has started a candy factory.

Strawn—Coal Mines.—The American Coal Mining Co., recently organized, will develop coal mines, and shafts are now being sunk. W. W. Johnson and J. B. Rhea, of Strawn; J. Laing, of Oak Cliff; M. T. Bruce, of Weatherford, and J. T. Harris, of Dublin, have incorporated the company with a capital stock of \$600,000.

Temple—Publishing, etc.—The Temple Book & Stationery Co., with a capital of \$100,000, has been chartered. The incorporators are R. T. Crawford, John A. Cole, J. M. Crawford, Sid Goodwin, R. B. Buckingham and E. H. Wynne.

Trinity—Water Works.—The Trinity Water Works Co. has been formed with A. T. Anderson, president, and D. W. McLeod, secretary-treasurer, to construct a system of water works.

VIRGINIA.

Critz—Gold Mine.—A find of a gold mine on No. 10 Business mountain has been reported by Robert

Hazelwood and H. Simpson. Wm. S. Floyd, of Baltimore, Md., owns the property.

Fredericksburg—Mining.—A Mr. Rosenzi, of Philadelphia, who is about to engage in large mining operations in the lower part of Orange county, near Fredericksburg, is preparing to place a large plant on the farm of Mrs. Stewart.

Fredericksburg—Mineral Paint.—W. S. Buchanan has discovered mineral paint on his farm, near Fredericksburg; developments may follow.

Glimerton—Dry-kilns, etc.—The Roper Lumber Co. will rebuild its dry-kilns and repair its lumber mill at once.

Goshen Bridge—Flour Mill.—J. B. Williams and associates contemplate building a roller-process flour mill of fifty barrels daily capacity.*

Graham Forge—Flour Mill.—Geo. L. Carter, of Pulaski, will build a 75-barrel roller flour mill.

Hinton—Flour Mill.—S. H. Heatwole will erect a 30-barrel roller-process flour mill; all contracts have been let.

Lilly—Broom Factory.—A broom factory will be started.

Luray—Flour Mill.—The Mill & Elevator Co. has let contract for the erection complete of a 75-barrel roller process flour mill.

Max Meadows—Flour Mill.—Geo. L. Carter, of Pulaski, will build a 75-barrel flour mill.

Lynchburg—Cotton Mill.—The Lynchburg Cotton Mills Co. expects to put in more spindles next spring.

Newport News—Water Extensions.—The Newport News Light & Water Co. will extend its mains to Hampton and Old Point at a cost of \$100,000.

Portsmouth—Sewerage.—Sanford & Brooks, of Baltimore, Md., will be awarded the contract for sewerage the city of Portsmouth. Their bid of \$55,000 was the lowest.

Pulaski—Zinc Furnaces.—The Bertha Zinc & Mineral Co. will erect four new furnaces, two of which are to be completed and put in operation immediately. The furnace building proper will be 50x50 feet.

WEST VIRGINIA.

Bayard—Coal Mines, etc.—The Roaring Creek Coal & Development Co., chartered several weeks ago, has been formally organized with William Whitmer, of Sanbury, Pa., as president; S. E. Slaymaker, of Philadelphia, vice-president and treasurer; Thomas Bruce, of Baltimore, Md., general manager; Geo. S. Reese, of Bayard, secretary, and J. B. Reese, of Keyser, superintendent. The company has purchased coal rights on 3319 acres of land at \$30.00 per acre, and proposes a thorough development of same; another tract of land containing 1995 acres will also be secured. Capital stock of company is placed at \$500,000.

Clarksburg—Electric Plants, etc.—The Traders' Annex Co. has been incorporated to erect and own buildings, etc.; construct electric plants, street railways, etc.; capital stock \$1,000,000. Promoters: T. M. Jackson, D. R. Morgan and W. B. Maxwell.

Crawford—Flour Mill.—Moore, Mick & Co. have let contract for the erection complete of a 30-barrel roller flour mill.

Hinton—Ice Plant, etc.—Peck & Starbuck will put in an ice plant.

Morgantown—Oil Wells.—W. H. Beckwith and W. C. McKean, Pennsylvania capitalists, have leased 1500 acres of land fifteen miles north of Morgantown, and are organizing a company to bore for gas and oil. The capital stock is proposed to be \$25,000.

Point Pleasant—Electric-light Plant.—John G. Stortz is putting his electric-light plant in thorough repair.

Sistersville—Machine Shop.—Edward Rine has purchased Hugh Donovan's machine shop.

Wheeling—Medical Institute.—The Crown Institute has been incorporated for the purpose of giving medical treatment; capital stock is \$600, with the privilege of increasing same to \$200,000. The incorporators are D. H. Taylor, Thomas G. Jenkins, H. E. Brown and others.

Wheeling—Ice and Cold-storage Plant.—A charter has been issued to the Consumers' Ice Co. with a capital of \$50,000. The incorporators are P. J. Mauser, Bernie S. McLure, A. B. Butler, J. J. Shuker and Wm. McLaughlin. This company will build an ice plant of forty tons daily capacity with cold storage facilities attached.

Wheeling—Grain Elevator.—There is talk amongst the business men of organizing a company to erect a grain elevator.

BURNED.

Axtell, Texas.—Thompson & Warwick's cotton gin.

Camden, Ark.—The St. Louis, Iron Mountain & Southern Railroad's depot.

Center Star, Ala.—W. L. Douglass's cotton gin.

Colorado City, Texas.—The Texas & Pacific Railway Co.'s warehouse and depot; loss \$20,000.

Kansas City, Mo.—The Lewin Paint Co.'s works.

Kennesaw, Ga.—T. J. Hardage's gin, excelsior factory, grist and flour mill.

La Grange, Ky.—Taylor Bros' cannery.

Lowes, Ky.—E. Killough's saw mill.

Macon, Ga.—The Southern Phosphate Works; loss about \$125,000.

Merit, Texas.—J. F. Mondy's cotton gin.

Mexia, Texas.—James Bennett's cotton gin.

Neapolis, Va.—R. I. Anderson & Co.'s planing mills; loss \$24,000.

Vidalia, La.—The New Orleans & Northwestern Railway's roundhouse.

The cotton gins of Ira Hoffline at Richardson, Texas; J. J. McCarty at Duffau, Texas, and Mrs. Harrison's at Lone Oak.

BUILDING NOTES.

Atlanta, Ga.—Exposition Buildings.—S. Larned has been awarded contract at \$15,990 to erect the fine arts building for the exposition.

Atlanta, Ga.—Church.—The Mission of the Incarnation will build a new church to cost over \$5000. Rev. O. R. Bourne can be addressed.

Austin, Texas—Natorium.—Designs have been received and contracts are being closed for remodeling old Turner Hall for a natorium; two artesian wells will be bored to obtain water. Address J. N. McArthur.

Baltimore, Md.—Dwellings.—M. C. Showacre has purchased site and will shortly erect a row of eleven handsome dwellings, to be three-story with solid marble fronts and fitted with steam heating, electric bells and appliances, etc.; cost \$15,000 each; the plans are being prepared by J. E. Lafferty. Mr. Lafferty is also preparing plans for thirty-seven three-story dwellings to be erected by Henry Yewell; each of these will be three-story, of stone and Pompeian brick, furnaces and combination fixtures and electric appliances, to cost from \$7000 to \$10,000 each. Thomas F. Locke will erect ten modern dwellings to cost about \$6000 each.

Baltimore, Md.—Storehouse.—O. P. Roberts and others will erect a large storehouse for a new ice company.

Baltimore, Md.—Dwellings.—Building permits have been issued to the trustees of the Kennedy estate for the erection of fourteen three-story buildings, and to Jos. D. Coll for twenty-six two-story buildings.

Baltimore, Md.—The Maryland Horse Show Association will erect a large building; Robt. Hough, secretary.

Baltimore, Md.—Dwellings.—S. D. Price has obtained permit to erect sixteen two-story dwellings.

Baltimore, Md.—Dwellings.—Building permits have been granted to Malachi Parks to erect five two-story brick dwellings; to Robert Brooks, to erect four two-story brick buildings, and to W. M. Walstrum, to erect eight three-story brick buildings.

Baltimore, Md.—Church.—The congregation of the German Methodist Episcopal Church will erect a new edifice to cost \$8000.

Baltimore, Md.—Dwellings.—Building permits have been issued to John F. Carter for eight two-story dwellings; to Dr. N. L. Dashiell, for two three-story dwellings.

Baltimore, Md.—Storage Building.—The Security Storage & Trust Co. is planning to erect a building to be used for banking and storage purposes to cost about \$125,000. A site has been secured. Henry S. King is president.

Baltimore, Md.—Storage Building.—The Graham Storage Warehouse Co., it is announced, will build an addition to one of its buildings, of brick, at a cost of \$200,000. James McEvoy is general manager.

Batesburg, S. C.—Depot.—The Southern Railway Co. has awarded contract to J. D. Elliott, of Hickory, for the erection of a depot at Batesburg.

Bryson City, N. C.—Depot.—The Southern Railway Co. has awarded contract to J. D. Elliott, of Hickory, for the erection of a depot at Bryson City.

Corsicana, Texas—Church.—Preparations are being made for the erection of a new Methodist church building to cost \$20,000. Address the pastor.

De Funiak Springs, Fla.—Office Building.—I. T. Wright is erecting an office building.

Hagerstown, Md.—Business Building.—The Herald & Torchlight Publishing Co. will erect a new building.

Jacksonville, Fla.—Hotel.—There is talk of the erection of a \$500,000 hotel by English capitalists. Greley, Rolins & Morgan can be addressed.

Louisville, Ky.—Church.—Building permit has been issued to St. Paul's Episcopal Church for a new brick church to cost \$50,000.

Lynchburg, Va.—Church.—The vestry of St. Paul's Episcopal Church will issue \$20,000 in bonds to complete their new edifice.

New Orleans, La.—Residence.—F. M. Bartlett has prepared plans for a residence to cost \$7000.

New Orleans, La.—Warehouse, etc.—The city engineer has granted permits for buildings to Charles Thiel for a brick warehouse to cost \$11,000; J. J. Manson, two-story dwelling in Audubon

Place to cost \$12,600; Mr. Rifelles, brick warehouse to cost \$3000.

New Orleans, La.—Warehouse.—Toledano & Reusch have prepared plans for an \$8000 warehouse to be built by Louis Grunewald.

Norfolk, Va.—Bank Building.—The Citizens' Bank has purchased a site for the erection of a bank building.

Raleigh, N. C.—Warehouse.—R. S. Pullen will erect a brick warehouse, 40x100 feet.

Savannah, Ga.—Theatre.—It is reported that Klaw, Erlanger & Co., of New York city, will build a theatre in Savannah.

St. Louis, Mo.—Dwellings.—O. J. Scherer will build twelve residences to cost \$40,000. C. W. Kellogg & Son have prepared plans.

St. Louis, Mo.—Flats.—C. W. Moore will build a block of sixteen flats at a cost of \$18,000. Electric bells and incandescent lights will be put in. C. W. Kellogg & Co. have prepared plans. J. Lang will erect a \$5000 residence.

St. Louis, Mo.—Dwellings.—Building permits have been issued to H. B. Culp for the erection of a flat to cost \$7000, and to Charles Stoffregen for a dwelling to cost \$10,000.

St. Louis, Mo.—Dwellings.—A building permit has been issued to Florence Blackwood for a dwelling to cost \$6000, and to A. Griesedieck for two adjoining dwellings to cost \$8000 and two to cost \$6500.

St. Louis, Mo.—Dwellings.—Building permits have been issued to M. Helier for the erection of two adjoining dwellings to cost \$5500; also two to cost \$5500.

St. Louis, Mo.—Dwellings.—Permits have been issued to S. M. Burgess for the erection of a \$10,000 dwelling, and to James J. Sheehy for a \$3800 brick store and dwelling.

Tampa, Fla.—Brick Block.—J. H. Krause will build a block of brick buildings.

Thomas, Ala.—Dwellings.—The Pioneer Mining & Manufacturing Co. will erect dwellings for its miners.

Washington, D. C.—Dwellings.—Building permit has been issued to Fred Hahn for a brick store and dwelling, four stories and cellar, 24x70 feet, heated by steam, to cost \$15,000; B. Patrick, architect; Aug. Getz, builder. Permit has been issued to Robt. Portner for brick store and flats, 103x79 feet, four stories, to cost \$30,000; A. Didden, architect; F. A. Blundon, builder. Chas. Walter will erect two brick dwellings, two stories and basement, 16'x46 feet, to cost \$5000; Francis Schneider, architect, and Emmert & Heisley, builders.

Washington, D. C.—Hotel.—A. P. Clark, Jr., 604 F street N. W., has prepared plans for an additional story to the Hotel Belvedere, providing for nineteen additional rooms, electric elevator, steam heat, etc.; cost \$10,000.

RAILROAD CONSTRUCTION.

Railroads.

Atlanta, Ga.—The Seaboard Air Line will construct three steel bridges along its Carolina Central division. Contracts have been let.

Bristol, Tenn.—The report that the Atlantic & Danville Company will extend its line to Bristol is revived by W. A. Stadeford, a Philadelphia capitalist, who claims that he has been so informed by the company. C. G. Hughes, of Norfolk, is general manager.

Columbus, Ga.—The Mobile & Girard Company has decided to relay the line between Columbus and Opelika, Ala., with 70-pound steel rails. Heavier rails are to be laid at other points along the line.

Corsicana, Texas.—It is stated that contracts will be let by January 1 for building the Corsicana & Southeastern a distance of sixty-six miles, from Buffalo to Huntsville, Texas. Work is now in progress from Corsicana to Fairfield. Address President Cuykendall.

Cumberland, Md.—The Baltimore & Ohio will build several miles of sidings on land recently purchased for that purpose.

Dallas, Texas.—Vice-President Truesdale, of the Rock Island system, and other officials have been in Dallas with the view of extending the Chicago, Rock Island & Texas from Fort Worth to Dallas.

Fort Worth, Texas.—It is stated that the Fort Worth & Rio Grande Company has arranged to extend its line to the Colorado river. John Hornby is president and general superintendent.

Fort Worth, Texas.—William Kennedy, of Austin; George C. Probst, of Cincinnati, and parties in Fort Worth are promoting a line from Fort Worth through Palestine, Rusk and New Birmingham to Alexandria, La. Two separate syndicates are at work. [This is the same route over which A. B. Blevins proposes to run his line, as already detailed in the MANUFACTURERS' RECORD.—ED.]

Galveston, Texas.—It is announced that the State railroad commission of Kansas has authorized a bond issue of \$5,000,000 to aid in building the Gulf & Interstate road, projected from Dakota

to the Gulf of Mexico, and on which work has begun in Texas.

Georgetown, Texas.—General Manager Kelly, of the Georgetown & Granger road, states that it will be finished and trains running on it by February 1.

Harrison, Ark.—The people of Harrison offer \$50,000 cash to any company building a line from Aurora, Mo., through Harrison to a road entering Kansas City. Address H. C. Ling.

Hinton, W. Va.—The people of upper Hinton have decided to subscribe \$20,000 to the stock of the Hinton & New River road. H. C. Waldo is among those interested.

Louisville, Ky.—It is reported that the Cleveland, Cincinnati, Chicago & St. Louis will build an independent line into Louisville from North Vernon, Ind., a distance of fifty-five miles.

Macon, Ga.—The Atlantic Short Line, projected between Macon & Savannah, has been graded for thirty-eight miles, and track is now being laid on that section. About 100 men are working under the direction of John R. Young, of Savannah, president of the company.

Mooreville, N. C.—The project of building a road to Mocksville, N. C., about thirty-five miles, to connect two branches of the Southern system, is being agitated. The Chamber of Commerce of Winston is interested.

New Orleans, La.—Vice-President Harahan, of the Illinois Central, announces that his company expects to spend \$60,000 in building sidings and wharves for the fruit business in the city limits.

New Orleans, La.—The Southern Pacific is considering the idea of building a bridge across the Neches river and extending its line to the stone quarries. J. Kruttschnitt, at New Orleans, may be addressed.

Norfolk, Va.—The Atlantic Coast Line will spend \$40,000 in terminal improvements to the Norfolk & Carolina road at Pinner's Point. J. R. Kenly, at Wilmington, N. C., is general manager.

Savannah, Ga.—The Savannah Railroad & Terminal Co. has applied for a charter to build a line three miles long, from the junction of the Charleston & Savannah and Florida Central & Peninsular roads to a point on the harbor. The capital is to be \$500,000. J. W. McAlpin and Pope Barrow are among those interested.

Shreveport, La.—The citizens' committee of Shreveport has signed a contract with the Kansas City, Pittsburg & Gulf to extend its line from Texarkana to Shreveport. The city is to give \$45,000 cash, also right of way and thirty-five acres of land for terminals. Work is to commence in sixty days. F. B. Hubbell is secretary of the company, with headquarters at Kansas City, Mo.

South McAlester, I. T.—The firm of George S. Good & Co. has received the contract to build 120 miles of the South McAlester, Oklahoma & Gulf road. It is stated that work is to be completed in six months. George S. Good is from Lock Haven, Pa.

Summerfield, Fla.—The Florida Central & Peninsular, it is announced, will build a seven-mile branch to Lake Weir. B. Burwell, at Jacksonville, is chief engineer.

Thomas, Ala.—The Pioneer Mining Co. will build eleven miles of railway to the coalfields in this vicinity. Address the secretary.

Waco, Texas.—George C. Probst, of Cincinnati, Ohio, is in Waco promoting a line from Waco to Nacagdoches by way of Palestine and Rusk, Texas.

Wichita Falls, Texas.—It is reported that the Missouri, Kansas & Texas is interested in the project to build a road from Wichita Falls to Gainesville.

Electric Railways.

Annapolis, Md.—It is expected that the proposed electric road from Annapolis to Bay Ridge will be surveyed in a few days.

Baltimore, Md.—The Curtis Bay division of the Baltimore Traction Co.'s lines is to be extended 2000 feet. Material has been purchased. Hon. Frank Brown is president.

Baltimore, Md.—George R. Webb and others who are interested in the Mount Washington electric road have asked permission of the county commissioners to begin construction. The road will be about two miles long.

Carthage, Mo.—The Carthage, Webb City, Joplin & Galena Electric Co. has been chartered with \$175,000 capital to build an electric road from Galena through the towns mentioned. John M. Bofinger and J. J. Taussig are among the incorporators.

Chattanooga, Tenn.—The Chattanooga Electric Railway Co. is considering the idea of extending its line by way of Sherman Heights to East Chattanooga.

Clarksburg, W. Va.—The Clarksburg & Suburban Street Railway Co. has been incorporated by R. S. Gardner, J. H. Horner and others to build an electric road in the city. It has a 25-year franchise.

Columbus, Ga.—It is expected to make several extensions of the Columbus street railway, now being built by the Drake & Stratton Co., of Pittsburgh, Pa. J. Wainwright is in charge.

Crisfield, Md.—T. S. Hodson is president, and O. P. Byrd, secretary, of a company formed to build an electric line two and a-half miles long, from Crisfield to Sterling's Point, to carry oysters. It is stated that New York parties offer to build and equip the road.

Cumberland, Md.—The Cumberland Passenger Railway Co., it is reported, has contracted for material to begin work on its line in the suburbs in the spring of 1895. W. E. Walsh is chairman, and W. D. Paisley, secretary.

De Land, Fla.—It is expected that work will begin on the proposed electric road from De Land to Orange City in a few weeks. John B. Stetson, of Philadelphia, is interested.

New Orleans, La.—The Jefferson Avenue Railway Co., it is reported, has contracted to build a line in the suburbs. It is to be a double-track route. W. L. Louque is president.

New Orleans, La.—B. T. Woods and others have projected an electric road to be built in Jefferson parish, between Carrollton and Southport.

New Orleans, La.—The St. Charles Street Railroad Co., which is about to change the motive power of its lines, will decide on the electric system to be used in a few days. A McLellan is president.

Pikesville, Md.—The Randallstown, Harrisonville & Granite Rapid Transit Co. has been granted six months' extension of time in which to begin work on the road from Pikesville to Harrisonville, by the county commissioners. This is a part of the system proposed between Baltimore and Gettysburg.

Raleigh, N. C.—The Raleigh Railway & Light Co. has been reorganized with A. T. Thompson, president, and F. H. Briggs, secretary and treasurer. Arrangements are being made to operate the line already built.

Washington, D. C.—The Washington, Arlington & Falls Church Electric Co. is securing right of way for its proposed line, which is to extend between the points mentioned.

New Steamship.

Jacksonville, Fla.—It is stated that the Plant Railway System will have a large steamship built to place on the route between Tampa and the West Indies. H. B. Plant, West Twenty-third street, New York, is president.

MACHINERY WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Boiler and Engine.—M. G. Worth, 720 North Carrollton avenue, Baltimore, Md., wants a vertical boiler, forty horse-power, second-hand.

Boiler and Engine.—August Levert & Co., Plaquemine, La., will buy a 14x18 or 16x20 engine, sixteen feet by 60-inch tubular boiler.

Broom Machinery.—B. H. Clie, Newberry, S. C., wants to correspond with manufacturers of broom machinery.

Cement.—See "sewer materials."

Corn and Feed Mill.—The Southern Grain Co., Kansas City, Mo., is open for bids on 100-barrel cornmeal and feed mill to be built at Rich Hill. Plans and specifications to accompany bids.

Corn-sheller.—Wanted to buy corn-sheller, steam power; must be cheap; give lowest price. Address F 979, Sun office, Baltimore, Md.

Cotton Gin.—Hager & Gwyn, Smyrna, Tenn., will want a gin and press.

Cotton Gin.—Cole Bros., Ida, Texas, will want complete outfit for cotton gin next spring.

Cotton-gin Machinery.—H. O. Samuel, Dallas, Texas, will buy cotton-gin machinery next summer.

Cotton Machinery.—The Southern Upholstering and Bedding Works, Fort Smith, Ark., wants a cotton-batting machine to prepare batting from the cotton as it comes off the cottonseed in oil mills.

Electric-light Plant.—A. J. Rooks, Somerville, Tenn., wants a small electric-light plant of fifty incandescent sixteen candle power lights, operated by dynamo with storage battery, operated by gasoline or oil engine. The plant must be arranged in a simple manner, so that expert attendance will not be required. Want a plant that will store electricity during the day to be used at night.

Electric-light Plant.—Gilley, Jenkins & Wallin,

Caldwell, Texas, are in the market for an electric-light plant.

Electric-light Plant.—See item under Fayetteville, N. C., in Construction Department.

Electric Railways.—M. H. Crump, C. E., Bowling Green, Ky., wants prices on electric street-railway equipment.

Engine, Pumps, etc.—Proposals are wanted until December 20 for furnishing scow, vertical engine, iron pumps, boiler, piping and repairing tank at Key West Quarantine for the use of the Marine Hospital. Address H. R. Carter, Surgeon M. H. S., Key West Quarantine, Dry Tortugas, Fla.

Excelsior Machinery.—The Southern Upholstering and Bedding Works, Fort Smith, Ark., will soon want to figure on excelsior machinery.

Fire-department Supplies.—The fire department of Pocahontas, Va., will want boots and gum coats for five companies. Address E. Goodwin.

Fibre Machines.—M. H. Crump, C. E., Bowling Green, Ky., wants prices on fibre machines for street sweepers.

Flour Mill.—S. C. Hargrave, Walnut Grove, Mo., wants roller-process machinery for a mill of thirty barrels daily capacity.

Flour Mill.—J. B. Williams, Lock Box 5, Gosben Bridge, Va., wants estimates on equipment of a 50-barrel roller flour mill.

Gas Engine.—W. T. Leavell, Fredericksburg, Va., wants to investigate a gas engine.

Gold Mine.—G. M. Urie, Irondale, Ala., wants to buy a placer gold mine.

Ice Plant.—D. M. Rhea, Morganfield, Ky., wants to buy a seven ton ice plant.

Knitting Machinery.—The Southern Upholstering and Bedding Works, Fort Smith, Ark., wants machinery for making bed comforters from cotton.

Lime-kiln.—M. H. Crump, C. E., Bowling Green, Ky., wants prices on lime-kiln plants.

Locomotive.—The New Jersey Car Storage & Repair Co., Lake View, N. J., is in the market for a narrow-gauge saddle-tank switching locomotive, and would like to have photograph, full description and prices.

Paint Machinery.—M. G. Worth, 720 North Carrollton avenue, Baltimore, Md., wants prices on three iron paint mills of five gallons capacity each, second-hand.

Palmetto Machinery.—A. H. Agnew, Kendrick, Fla., wants machinery for making the palmetto into brooms, hats, etc.

Pipe.—See "sewer materials."

Pump.—M. G. Worth, 720 North Carrollton avenue, Baltimore, Md., wants an oil pump, five horse-power, second-hand.

Rails.—The Leesburg, Esmerelda & Northern Railroad, Leesburg, Fla., is ready to receive offers of good second-hand rail, thirty to sixty pounds, and other railroad supplies. S. C. Nowble, engineer.

Roofing.—Hager & Gwyn, Smyrna, Tenn., will want iron roofing.

Roofing, etc.—J. D. Sites, Fayetteville, W. Va., wants iron roofing and siding.

Roofing, etc.—Cole Bros., Ida, Texas, will want roofing and siding next spring.

Saw Mills.—The Bunch & Yates Co., Memphis, Tenn., wants prices on band mills, single and double.

Scroll Saw.—Wanted, second-hand scroll saw. State make, condition and price. Address J, 19, Sun Office, Baltimore, Md.

Sewer Materials.—The Bailey-Lebby Co., 213 Meeting street, Charleston, S. C., wants bottom prices on the following materials for sewers: About 400 carloads of best sewer pipe, eight, ten, twelve, fifteen and eighteen inches; Y connections for each, with six-inch opening; want deep socket pipe, the small sizes to have sockets not less than two and a-half inches deep; about 1000 tons of four and six-inch standard cast-iron water pipe; 400,000 pounds castings, such as manhole covers and rings; about 1,000,000 hard brick; about 100,000 feet of lumber; 7000 barrels Rosendale cement; 700 to 800 siphons.

Siphons.—See "sewer materials."

Stone-polishing Machine.—R. E. Grant, Middleport, Ohio, wants a power stone-polishing machine for tombstone work.

Tank.—Wanted, water tank for 1000 gallons, wood or iron (second-hand, if in good order). Address H. H. B., 630, Sun Office, Baltimore, Md.

Tobacco Machinery.—G. W. Coan, Drawer 7, Martinsville, Va., wants complete equipment of machinery for tobacco factory.

Typewriter.—C. Van Zyl, Newkirk, Iowa, wants a second-hand typewriter.

Water-wheel.—S. C. Hargrave, Walnut Grove, Mo., will want a water-wheel.

Water works Material.—J. C. Lee & Co., Marion, Ala., invite bids on material for water works, such as pipe, hydrants, all kinds of specialties, etc.

Well-boring Equipment.—J. D. Sites, Fayetteville, W. Va., wants a well-boring equipment.

Woodworking Machinery.—The Meridian Spoke & Manufacturing Co., Meridian, Miss., wants

wagon axle turning lathe and rim-bending machinery.

Woodworking Machinery.—J. D. Sites, Fayetteville, W. Va., wants shingle machine, planer and flooring machine.

Woodworking Machinery.—M. H. Crump, C. E., Bowling Green, Ky., wants prices on skewer machines, handle machinery and toothpick machinery.

Woodworking Machinery.—Wanted, good second-hand pedestal jointer or hand planer, twelve to sixteen inches wide; quote prices. Address C. Eppler & Sons, Leadenhall and Stockholm streets, Baltimore, Md.

Woodworking Machinery.—C. W. Stoppie, Houston, Texas, wants to correspond with manufacturers of felloe-bending and spoke machinery.

Woodworking Machinery.—P. O. Box 48, Sanford, N. C., wants prices on stave and heading machinery.

Woodworking Machinery.—W. T. Leavell, Fredericksburg, Va., will want to buy buzz planer, double-head shaper, universal woodworker, punch and shear, band saw, spoke tenoner and hub-boring machine.

TRADE NOTES.

A COMPLETE outfit of leather belting, including 104 feet of 30-inch double leather belt, 104 feet of 24-inch, sixty-five feet of 15-inch and seventy-nine feet of 15-inch, has just been sold the Jacksonville (Fla.) Street Railway Co. by Charles A. Schieren & Co., of New York city.

EDGEWATER, N. J., has contracted for a hand-engine outfit with Gleason & Bailey, Seneca Falls, N. Y. The Lyons (N. Y.) fire department has recently purchased a large Gleason & Bailey hook-and-ladder truck. It is said to be the largest in this vicinity and an exceptionally convenient one.

THE Pettie Machine Works, of Newton Upper Falls, Mass., have received a third order for revolving flat cards for the Millville Manufacturing Co., Millville, N. J. The Pepperell & Lacombe Co., of Biddeford, Me., has also placed with this concern a large order for revolving flat cards and drawing frames.

WITH the Remington Machine Co., of Wilmington, Del., business is moving steadily forward, and the well-known ice-making and refrigerating machinery of this concern is meeting with encouraging sales. Contracts just closed embrace a 15 ton ice-making plant for Wm. Curry's Sons, Key West, Fla., and a refrigerating plant for the Eutaw House, Baltimore.

A FULLY equipped beer and ice-manufacturing plant, located at Brunswick, Ga., will be sold at auction in January next. The property is described in our advertising columns. The superior location of Brunswick and its many facilities gives it special advantages as a distributing point for a large territory, making the opportunity presented an attractive one.

BUSINESS among the saw-mill men with the Bunch & Yates Co., of Memphis, Tenn., has assumed a much brighter outlook. During the past week this concern has closed contracts with the Kennedy Lumber Co. and J. H. Smith & Co. to supply new electric-light plants for their respective mills, and with the Wickham Lumber Co. to furnish a three-block circular mill.

ERNST PROCHASKA, who for a number of years has been prominently identified with Southern iron operations, has accepted a position with the Otis Steel Co., of Cleveland, Ohio. Mr. Prochaska was formerly located at Birmingham, Ala., and in joining the staff of the Otis Company brings to that concern the well-known ability which distinguished his work in the South and elsewhere.

THE Foster Engineering Co., of Newark, N. J., has entered an order from the Messrs Cramp & Sons for the equipment of the great American Liner "St. Louis" with the Foster pressure regulators. The order for immediate requirements includes six eight-inch—which are the largest valves the Foster Company have ever made for steamship service—eight five-inch and others of smaller sizes.

BUSINESS is reported as exceedingly good with the Reading Wood Pulley Co., of Reading, Pa. This company is being rushed to such an extent as to be unable to make some needed repairs in its works. The pulleys being turned out are being constantly improved, and a dynamo pulley has been added to the list. Goods are being shipped all over the country, and that general satisfaction is being given is shown by the number of unsolicited orders being received.

AMONG the buildings lately equipped with the swinging hose-rack, John C. N. Guibert, patentee and manufacturer, 39 Cortlandt street, New York, have been: Castle Square Theatre, Boston, Mass.; Hotel Majestic, New York city; Hotel Lorraine, Philadelphia, Pa.; Echo Mountain Hotel, Echo Mountain, Cal.; Garfield Building, Cleveland, Ohio; State Capitol building, Bismarck, N. D.;

State Farm, Rhode Island; Chesapeake & Ohio Railroad, Newport News, Va.; Chesapeake Shirt Co., Baltimore, Md.; Breinig & Bachman, Allentown, Pa.; J. C. Fisher, salt baths, Warsaw, N. Y.; Southbridge Optical Co., Southbridge, Mass.; Anniston (Ala.) Compress & Warehouse Co.; Lancaster Caramel Co., Lancaster, Pa.; F. A. Ferris & Co., New York city; Bradford (Pa.) Hardwood Lumber Co.'s planing mill, and residence of W. S. Burden, Newport, R. I.

The soap-making and butchers' machinery manufactured by H. Wm. Dopp & Son, Buffalo, N. Y., is winning wide renown. This concern is amply qualified by long experience to build such machinery, and in its well equipped works the most skilled mechanics are devoting their energies to perfecting the machines produced. That the strong points and advantages of the machinery built by this firm are receiving the approval of soapmakers and butchers is shown by the preference indicated for its products. During October orders included a complete outfit of soap machinery for the Le Moulleur Soap Manufacturing Co., of New Orleans, La.; a shipment of soap frames for the Cosmo Buttermilk Soap Co., of Valparaiso, Ind.; power crotcher for David S. Brown & Co., of New York city. Foreign orders embraced a list of machinery to W. E. Landis, of Arequipa, Peru; E. Corquelin, Valparaiso, Chili, and the Victoria Soap & Candle Co., of Geelong Victoria, Austria.

ORDERS are being received from various sections for the flour-mill machinery of August Wolf & Co., of Chambersburg, Pa. Through John T. Pensinger, general Southeastern agent, contracts were lately closed for a 30 barrel roller-system flour mill for S. H. Heatwole, of Hinton, W. Va., and a complete 75-barrel Wolf system roller flour mill for the Luray (Va.) Mill & Elevator Co. The Kansas City (Mo.) branch office sends an order from the Kramer Milling Co., Caldwell, Kansas, for one double 9x18 roller mill, also for a six 10x18 Columbia feed roller mill for J. M. Collins, Fort Collins, Col. James J. Pollard, general central agent, secured contracts for building a 30-barrel flour mill for Moore, Mick & Co., of Crawford, W. Va., and for a new 50-barrel roller mill to be built at East Liverpool, Ohio, by Faulk Bros. & Bogh. M. N. Hartz, general Atlantic agent, secured orders for a complete 200-barrel capacity flour-mixing, blending and separating plant for Henry Wauklyn, Roxboro, Philadelphia, Pa., and for furnishing Parker & Jones, Morton, Pa., a complete feed-mill plant.

TRADE LITERATURE.

EXPERIMENTS have fully demonstrated the value of spraying fruit trees, vines and plants, to prevent the ravages of destructive insects and leaf blight. A satisfactory method to apply the spray is the question of interest. In a pamphlet being sent out by F. E. Myers & Bro., of Ashland, Ohio, formulas are given of the various solutions which have been found effective in spraying, and illustrated descriptions are given of the spray pumps manufactured for the purpose by this concern.

The great diversity of application to which compressed air is being introduced is shown by a list of users being sent out by the Clayton Air Compressor Works, 26 Cortlandt street, New York city. The list comprises over seventy different applications, and embraces probably every occupation in which power is required. The facility with which compressed air can be handled frequently gives it preference under certain circumstances. The list being sent out by this company will interest professional men, mechanics and manufacturers.

"WARM HOMES IN WINTRY WINDS AND FRIGID CLIMES"—such is the title of a pamphlet being sent out by the Peck-Williamson Heating & Ventilating Co., of Cincinnati, Ohio. It illustrates and describes the "Favorite" furnaces made by this concern. These furnaces have many good points about them, and for heating dwellings, schoolhouses, churches, etc., they have been found to give excellent service. They are arranged so as to be regulated from upstairs, saving many trips to the cellar. A strong feature is the great economy with fuel which can be practiced and the durability of the furnaces.

THE improved crane of today is a machine of great ability, controlled with but little effort. Some notable examples of this are shown in the cranes being built by the Phoenix Iron Works Co., of Cleveland, Ohio. The volume of business handled by this concern evidences the general tendency towards powerful and labor-saving machinery. The traveling crane which it builds is an admirable piece of mechanism. With but a slight touch it is made to move the length of a building, picking up some great mass of metal or machinery and transferring to another department. This company is sending out a pamphlet giving a series of reproductions from photographs of cranes recently built. The styles presented are such as find general use. The company is prepared to furnish designs and estimates on cranes adapted to all services.

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Increased and Improved Service to New York via Pennsylvania Railroad.

On Sunday, November 18, the Pennsylvania Railroad placed in service between Baltimore and New York a new train, with parlor car and coaches, leaving Union Station daily at 7.43 P. M., due at Philadelphia 9.54 P. M., New York 12.33 midnight. Also between Baltimore and Washington a new train daily, with parlor car and coaches, leaving Union Station 8.37 P. M. The New York limited formerly leaving Baltimore 10.45 A. M., now leaves Union Station 11.05 A. M., with dining car, parlor car and coaches, reaching Philadelphia 1.15 P. M., New York 3.43 P. M. A slight change was also made in two other New York trains, which are now scheduled to leave Union Station 8.08 and 9.05 A. M. daily. Other express trains to Philadelphia and New York leave Union Station as formerly, viz., 12.53, 8.23, 8.50 and 10.08 A. M., 12.05 (dining car), 1.20, 3.10, 4.20, 4.57 (dining car), 5.27 and 11.35 P. M. A new train has also been added, with dining, parlor and day coaches, New York to Baltimore, leaving 3.20 P. M., arriving Baltimore 8.34 P. M.

Sixty-Eighth Annual Report of the Baltimore & Ohio Railroad Co.

The Annual Meeting of the Stockholders of the Baltimore and Ohio Railroad Company was held yesterday at their office in the Central Building. Mr. Reverdy Johnson was called to the Chair. The Secretary of the Company, Mr. Andrew Anderson, acted as Secretary.

President Mayer submitted the Sixty eighth Annual Report, for the fiscal year ended June 30, 1894. The Secretary read the Report to the Meeting. It is as follows:

SIXTY-EIGHTH ANNUAL REPORT.

OFFICE OF THE BALTIMORE AND OHIO RAILROAD COMPANY, BALTIMORE, November 8, 1894.

To the Stockholders of the Baltimore and Ohio Railroad Company:

The President and Directors submit the following statement of the affairs of the Company for the year ended June 30, 1894.

The General Balance Sheet, the tabular statements of the General Auditor, and the report of the General Manager are appended.

OPERATIONS FOR THE YEAR.

GENERAL INCOME ACCOUNT.

EARNINGS.	Year Ended June 30, 1893.	Year Ended June 30, 1894.	This Year.	Increase.	Decrease.
From Freight	\$17,561,096 72	\$13,916,476 06		\$3,645,520 66	189,871 24
Passengers	6,617,929 41	6,431,058 17			
Mail	586,879 07	699,020 20	\$112,741 13		
Express	659,631 05	674,971 39	15,340 34		
Miscellaneous	788,371 00	780,536 53			7,834 47
Total Earnings	\$26,214,807 25	\$22,502,662 35		\$3,712,144 90	
OPERATING EXPENSES.					
General Expenses	\$1,797,500 96	\$1,732,394 08		\$65,106 88	
Conducting Transportation	9,599,664 15	9,164,139 12		435,525 03	
Maintenance of Equipment	3,373,487 81	2,954,105 81		419,382 00	
Maintenance of Way and Structures	3,261,328 93	2,672,050 36		589,278 57	
Total Expenses	\$19,041,981 85	\$15,560,689 07		\$3,481,292 78	
Net Earnings from the operations of the property.					
See Table A	\$7,172,825 40	\$9,941,973 28		\$2,769,147 88	
Add Income from other sources, (See Table C.)	2,513,377 32	1,984,857 49		528,519 83	
Total	\$9,686,202 72	\$11,926,830 77		\$2,240,628 05	
Deduct Net Earnings from Washington Branch	213,530 62	205,000 66		8,529 96	
Available Income	\$9,472,672 10	\$11,721,830 11		\$2,249,158 01	
From which deduct interest on Bonded Indebtedness, Rentals, Taxes and Other Charges. See Table D. For Terms of Leases, see Table I.)	6,697,225 43	6,522,581 13		174,644 30	
Balance	\$2,775,446 67	\$5,199,248 98		\$2,423,802 31	
PAYMENTS					
Dividend on First Preferred Stock, 6 per cent.	\$180,000 00	\$180,000 00			
Dividend on Second Preferred Stock, 6 per cent.	120,000 00	120,000 00			
Dividend on Common Stock	\$24,922 50	\$24,922 50		\$12 50	
Total	\$324,922 50	\$324,922 50		\$12 50	
Remainder	\$1,588,518 17	\$4,874,326 48		\$3,285,808 31	
From which payments have been made to retire Bonded Indebtedness, viz:					
Principal Car Trust Bonds	\$250,000 00	\$250,000 00			
Principal Equipment Trust Bonds, Series A	100,000 00	100,000 00			
Principal Equipment Trust Bonds, Series B	200,000 00	200,000 00			
Wheelage Car Trust payments	86,653 34	99,288 74		\$12,635 40	
Payment to the City of Baltimore for the purchase of its interest in the Pittsburgh and Connellsville Railroad	40,000 00	40,000 00			
Cash Appropriations to Sinking Funds	58,057 81	58,057 81			
Somerset and Cambria Railroad Traffic Bonds	25,000 00	13,000 00		\$12,000 00	
Total	\$759,711 15	\$760,346 55		\$635 40	
Leaving a balance of	\$838,807 02	\$4,113,980 23		\$3,275,173 21	

*NOTE.—Out of the above balance of \$4,113,980 23 there will be paid on November 15, 1894, the dividend on the Common Stock for the six months ended June 30, 1894, \$500,000.

GROSS EARNINGS, EXPENSES AND NET EARNINGS OF EACH DIVISION.

The following table shows the gross earnings, the expenses and the net earnings of the Main Line and Branches and each Division of the System for the year ended June 30, 1894, with comparison for the year ended June 30, 1893:

	Gross Earnings.		Expenses.		Net Earnings.	
	1893.	1894.	1893.	1894.	1893.	1894.
MAIN STEM, including the Main Stem and Branches; also the Washington County, Winchester and Potomac, and Winchester and Strasburg Railroads, the Harrisonburg Branch, the South Branch, the Fairmont, Morgantown and Pittsburgh, (Consolidate), the Confluence and Oakland, the Grafton and Belington, and the Baltimore and New York Railroads	\$12,155,751 66	\$10,685,629 26	\$3,652,687 50	\$6,577,921 68	\$4,093,077 86	\$4,107,707 58
PARKERSBURG BRANCH	827,778 52	754,400 69	612,034 32	578,116 26	215,744 20	176,284 43
WASHINGTON BRANCH	769,388 37	636,560 99	535,851 75	451,560 31	233,536 62	205,000 66
PHILADELPHIA LINE, embracing the Baltimore and Philadelphia Railroad and Philadelphia Branch	2,139,325 47	1,833,841 78	1,498,932 58	1,319,771 26	640,392 89	514,069 52
PITTSBURGH DIVISION, embracing the Pittsburgh and Connellsville Road, the Hickman Run Branch, the Somerset and Cambria Railroad, the Mount Pleasant and Broadford and Fayette County Branches, the Berlin Railroad, and the Ohio and Baltimore Short Line, Eastern Division	3,209,092 39	2,602,333 44	2,217,521 25	1,893,021 14	991,571 14	709,312 30
WHEELING, PITTSBURGH AND BALTIMORE DIVISION	655,395 28	482,447 06	614,769 19	499,466 14	40,626 09	82,980 88
MIDLAND DIVISION	372,526 33	347,300 11	337,913 33	271,567 73	34,612 60	75,732 38
CENTRAL OHIO DIVISION	1,326,853 62	1,069,428 17	1,086,810 17	903,770 62	243,043 50	165,657 55
LAKE ERIE DIVISION	945,261 62	706,092 94	756,781 91	579,692 97	189,479 71	126,399 97
STRAITSVILLE DIVISION	145,544 43	99,643 32	157,373 70	112,068 15	32,475 28	87,575 17
CHICAGO DIVISION	3,288,085 59	2,870,546 53	2,716,261 58	2,055,348 22	571,824 01	815,198 31
AKRON DIVISION	375,789 97	388,458 06	325,104 27	319,183 87	50,685 10	69,274 19
Totals	\$26,214,807 25	\$22,502,662 35	\$19,041,981 85	\$15,560,689 07	\$7,172,825 40	\$9,941,973 28

A comparison of the twelve months ended June 30, 1894, with the twelve months ended June 30, 1893, shows the following:

Decrease in gross earnings	\$3,712,144 90 or 14.16 per cent.
Decrease in operating expenses	3,481,292 78 or 18.28 per cent.
Decrease in net earnings	239,852 12 or 3.22 per cent.
Decrease in earnings from freight	3,645,520 66 or 20.76 per cent.
Decrease in earnings from passengers	189,871 24 or 2.82 per cent.

Decrease in tons moved..... 2,599,739.00 or 18.34 per cent.
Decrease in passengers carried..... 1,329,228.00 or 12.13 per cent.

TONNAGE OF THE YEAR, WITH COMPARISON.

The tonnage moved on the entire system is shown by the following statements:	
Tons carried in 1884..... 8,629,648	Tons carried in 1890..... 13,988,176
" " " 1885..... 8,422,936	" " " 1891..... 14,858,972
" " " 1886..... 9,807,686	" " " 1892..... 15,733,859
" " " 1887..... 10,572,893	" " " 1893..... 16,356,415
" " " 1888..... 11,195,940	" " " 1894..... 13,357,175
" " " 1889..... 12,161,380	

The decrease in "Tons Carried" is entirely in the transportation of coal, coke, iron and lumber. How seriously the tonnage of the Company was decreased by the extended strike in the coal and coke regions tributary to the system, and the suspension of industries dependent upon these products, is evidenced by the heavy decrease in "Gross Revenue," especially upon the Pittsburgh, the Wheeling, Pittsburgh and Baltimore, the Central Ohio, the Lake Erie and the Straitsville Divisions.

CONSTRUCTION AND BETTERMENTS.

The aggregate expenditures for construction and betterments for the twelve months have been..... \$1,150,590.64
For the twelve months ended June 30, 1893, they were..... 2,523,045.20

A decrease for the twelve months of 1894 of..... \$1,372,454.56

This sum of \$1,150,590.64 has been charged to the different investment accounts to which the expenditures appertain, the details of which will be found in the General Manager's Report, Table B. It is distributed as follows:

Lines East of Baltimore.....	\$230,773.46
Main Stem and Branches.....	774,664.75
Pittsburgh Division.....	56,988.12
Trans-Ohio Division.....	88,164.31
	\$1,150,590.64

HARPER'S FERRY (VIRGINIA) IMPROVEMENTS

This very important construction was opened to traffic March 1894. On the Maryland side of the Potomac River the new line leaves the Main Stem at Sandy Hook and passes to the Virginia side by a double-track road, a double-track tunnel under Maryland Heights (875 feet in length), and a double-track steel bridge of the most approved construction (894 feet in length) across the Potomac River. Thence upon the Virginia side—away from the old location on the river front—the line extends by a double-track road, located against the hillsides to a connection with the Main Stem west of Harper's Ferry.

The new construction, which is of superior character in all respects, is all located above high-water mark. The great danger of a break in the line at this point from freshets; the limit to the size of trains and length of cars by the old bridge, and the delays of freight trains arising from the former single-track crossing of the Potomac are all permanently removed by the completion of the present work. At Harper's Ferry commodious Passenger and Freight stations have been erected to meet the increasing importance of that point.

In connection with the above work, this Company's approaches to the Valley lines at Harper's Ferry have been reconstructed and greatly improved.

SINKING FUNDS.

The Company has maintained through the year its cash appropriations to the Sinking Funds of its Sterling Loan due in 1927, and the P. and C. Consolidated Mortgage Loan due in 1926. These two Sinking Funds now amount to \$1,457,732.

The investments for the appropriations and increments of the Main Line Sinking Funds, in pursuance of the agreement to that effect, have been made in the Consolidated Mortgage five per cent. one-hundred-year Bonds of this Company.

These investments in the hands of the Trustees of the Main Line Sinking Funds now amount to \$10,952,368, viz., \$5,800,000 Consolidated Mortgage five per cent. one-hundred-year Bonds of the Company and \$5,152,368 of other first-class interest bearing bonds.

PAYMENT TO THE CITY OF BALTIMORE ON ACCOUNT OF THE PURCHASE OF ITS INTEREST IN THE PITTSBURGH AND CONNELLSVILLE RAILROAD.

The Company has made its eighteenth annual payment of \$20,000 to the City of Baltimore on account of the purchase of the city's interest in the Pittsburgh and Connelville Railroad, leaving still due \$280,000 of the original sum of \$1,000,000.

PAYMENT OF EQUIPMENT TRUST BONDS.

The Equipment Trust obligations of the Company have been issued as follows:

Car Trust of 1887.....	\$2,500,000
Equipment Trust, Series A, 1889.....	1,000,000
Equipment Trust, Series B, 1890.....	2,000,000
	\$5,500,000

Ten per cent. of the principal sum is payable annually, and there has been accordingly paid as follows:

The Car Trust Loan of 1887 for \$2,500,000, seven annual payments, aggregating.....	\$1,750,000
The Equipment Trust Loan of 1889, Series A, for \$1,000,000, five annual payments.....	500,000
The Equipment Trust Loan of 1890, Series B, for \$2,000,000, three annual payments.....	600,000
Total payments.....	\$2,850,000

SPECIAL LOANS AND BILLS PAYABLE.

There is an increase under this head of \$392,866.02, as compared with June 30, 1893, while "Current Freight and Passenger Balances" and "Cash in Hands of Officers and Agents," "Foreign and Domestic," and of the "Treasurer" (Table E) shows an increase of \$1,818,468.12.

RELIEF DEPARTMENT.

The report of the Relief Department for the twelve months ended June 30, 1894 will be printed for distribution among the members. The following shows the condition of that Department:

The active membership at the close of the fiscal year was 20,479 being a decrease of 2,158 as compared with the previous year.

The receipts and income during the year ended June 30, 1894 have been.....	\$391,924.91
And the disbursements have been.....	370,531.10
From the commencement of the Relief Association to the close of the fiscal year the disbursements have been.....	4,254,471.27

The amount due depositors by the Savings Feature was:

At the close of the fiscal year of 1893.....	\$230,386.06
At the close of the fiscal year of 1894.....	780,668.42
The deposits during the fiscal year have been.....	227,591.11
The withdrawals of the depositors during the fiscal year have been.....	277,578.75

The amount due by borrowers under the provisions of the Savings Feature was:

At the close of the fiscal year, 1893.....	\$601,239.26
At the close of the fiscal year, 1894.....	667,348.75

An extra dividend of 1 per cent. was declared on all deposits drawing interest at the close of the fiscal year, thus making the interest for the year equivalent to 5 per cent. per annum. The funds of the Savings Feature are loaned only to employees of the Company, to enable them to purchase or improve homesteads or to release liens thereon.

At the close of the fiscal year there were 243 names on the Pension roll, the disbursements on this account for the year having been \$34,457.70, and for the whole period \$238,251.32.

PHILADELPHIA DIVISION.

The following is the result for the twelve months ended June 30, 1894:

Gross Earnings.....	\$1,833,841.78
Expenses.....	1,319,771.96
Net Earnings.....	\$514,069.82

The following is the comparison of the Philadelphia Division for the twelve months ended June 30, 1894, with June 30, 1893:

	1893.	1894.	Decrease.
Gross Earnings.....	\$2,139,325.47	\$1,833,841.78	\$305,483.69 or 14.28 per cent.
Expenses.....	1,498,934.58	1,319,771.96	179,162.62 or 11.95 per cent.
Net Earnings.....	\$640,392.89	\$514,069.82	\$126,323.07 or 19.73 per cent.

This Division has severely felt the business depression of the last year and the extended coal strike. The decrease in revenue from passengers and coal covers the entire loss as compared with the previous year.

STATEN ISLAND RAPID TRANSIT RAILROAD.

The following is the comparison for the twelve months ended June 30, 1894, with June 30, 1893:

	1893.	1894.	Inc.	Dec.
Gross Earnings.....	\$1,054,031.57	\$1,313,373.24	\$259,341.67	
Operating Expenses.....	605,395.18	623,917.88	18,522.70	
Net Earnings.....	\$448,636.39	\$689,455.36	\$240,818.97	
Interest, Rentals and Taxes.....	315,223.93	350,440.59	35,216.66	
Surplus.....	\$43,412.46	\$79,014.77	\$35,602.31	

The Whitehall Ferry (New York city) lease, referred to in the last Annual Report, has recently been purchased by parties prominently connected with the surface railway system of New York.

The Staten Island Rapid Transit Railroad Company has, in connection with these gentlemen, formed the Staten Island Rapid Transit Ferry Company.

By this latter Company the Ferry will hereafter be conducted, and it is believed the contemplated plans in connection therewith will materially aid the Staten Island Rapid Transit Railroad in the development of Staten Island, one of the most attractive and accessible suburbs of New York City.

The completion of the new passenger buildings and freight yard at St. George, deferred for reasons referred to in the last Annual Report, will now be undertaken and finished early next summer.

BALTIMORE BELT RAILROAD

The belief, referred to in the last Annual Report, that the legal difficulties in obtaining right of way, etc., would be overcome in time for the completion of this Line during the past fiscal year has proven incorrect.

These obstructions have continued far beyond reasonable expectation, but the last of them, it is believed, has recently been overcome.

The small remainder of construction is now being so rapidly pushed, the Management feels confident this very important Line will be in full operation by early spring.

FAIRMONT, MORGANTOWN AND PITTSBURGH RAILROAD (CONSOLIDATED).

This Line, referred to in last Annual Report, was opened for traffic April 1, 1894. The rapidly increasing trade and the new industries opening upon the Line have more than fulfilled the expectations entertained of this valuable Branch.

WORLD'S COLUMBIAN EXPOSITION.

The Company has presented to the Field Columbian Museum, Chicago, its exhibit of the "Evolution and Development of the Railway and its Equipment," which was so highly commended at the World's Columbian Exposition.

This valuable collection will thus be permanently preserved.

It is very advantageously placed in the Museum.

TERMINAL LOAN.

The Company for many years had made no additions to its Terminals. The business of the Company was so urgently demanding the enlargement of these at some points, and entirely new construction at others, that the subject was taken up early in the present Administration, and the plans perfected for this very important object, resulting in the acquisition and construction of ample terminal facilities at several important traffic points, notably at the following as the most important:

PHILADELPHIA.—Where yards covering about sixty acres have been acquired with Transfer tracks, Coal-Shipping wharves, etc.

DISTRICT OF COLUMBIA.—Georgetown Terminal, including the Railroad connection with the Metropolitan Branch.

BRUNSWICK, MD.—Freight-Yard containing 33 miles of track, Round-House, Shops, Freight Transfer Sheds, and all the buildings requisite for a great Storage and Transfer-Yard.

CUMBERLAND, MD.—Where, in addition to the Freight and Transfer-Yard covering some 16 miles of track, it is intended to erect in the coming season the needed Shops and structures for the thorough repairs of Locomotives and Cars—concentrating here, at this junction of the Second, Third and Pittsburgh Divisions, the repair and construction shops now inadequately and expensively provided for at six other points in the System East of the Ohio.

PITTSBURGH, PA.—An increase to the existing Terminals by some 50 acres for the Yards, Shops, shifting and storage tracks so much needed at this important point, where the Company has been greatly embarrassed for want of greater facilities.

BENWOOD, W. VA., a suburb of Wheeling.—A Freight Transfer, Storage and Shifting-Yard of 98 acres, with ten miles of track, for handling the traffic of the Fourth, Central Ohio and Wheeling & Pittsburgh Divisions, concentrating at this point.

To reimburse the Company's treasury for the large sums advanced for the foregoing purposes, as well as to provide the means for the expenditures still needed to complete the work at some of these Terminals, the Company negotiated in the early Summer a Loan of \$8,500,000 upon its Forty-Year Four and one-half per cents. Gold First Mortgage Terminal Bonds, the proceeds of which, excepting the sum reserved for the completion of some of these Terminals, are being appropriated to the payment of the indebtedness of the Company, in large part created for the acquisition and construction of the Terminal Facilities referred to.

The Mortgage provides for the further issue of \$5,500,000, to be expended in such additional Terminals as the Company's business may from time to time demand, a sum believed to be sufficient for all future requirements for many years.

The changes made in the General Balance Sheet, (Table E), and the different accounts in which the expenditures for Terminal properties heretofore appeared, affected by this transaction, are now embodied in the item "Terminals (Loan, 1894)."

While in view of the extreme depression in business the Management has exercised the strictest economy consistent with a proper maintenance of the property, it has been deemed wise to continue the policy of the past five years in expending largely for account of "Operating Expenses," for improvements upon the "Maintenance of Way" and "Maintenance of Equipment," in addition to such "Betterments" as have been charged to "Construction."

In the first-named class the expenditures for the past year have been confined largely to important material improvements in road-bed, bridges and culverts, and the improvements most needed in the older portion of the "Rolling Equipment," while upon enlargements and improvements of stations, platforms, buildings and the like the expenditures have been confined to what was necessary for the proper maintenance thereof.

The large additions of new "Rolling Equipment" in the past five years—that obtained last year having been, in view of the Columbian Exposition, the requirement for the years 1893 and 1894—has enabled the Management to fully maintain and improve this Department in the past year at less cost than usual.

In the latter class of expenditures—those charged to "Construction"—only such as were important have been made.

In pursuance of this policy there have been expended during the past fiscal year as follows:

In Maintenance of Way, (charged to "Operating Expenses").....	\$2,672,050.36
In Maintenance of Equipment (charged to "Operating Expenses").....	2,052,105.51
In Construction, (charged to "Construction").....	1,150,590.64

The very thorough manner in which all work done in the past five years has been carried out has enabled the Management, with less than the usual expenditure, to thoroughly maintain and largely improve the property in every Department, despite the discouraging condition of traffic.

The steady improvement for the past three months of the present fiscal year in nearly all classes of manufacturing business promises a return to normal conditions of railroad traffic at no distant date.

The decreases in the revenue of the Company for this period, as compared with last year, arise entirely from the absence of the Exposition travel.

Attention is called to the following tables attached to this Report, which give in detail information connected with the several subjects:

- Earnings and Expenses of all lines East and West of the Ohio River.
- Statement of Net Earnings and Income and Fixed Charges on all lines of the system, together with the profit or loss upon each.
- Statement of Income from sources other than the operation of the Railroad System.
- Statement of Interest Charges, Taxes, Rents, etc.
- General Balance Sheet.
- Profit and Loss.
- Statement of entire Funded Debt of the Baltimore and Ohio Railroad Company's System, including that for account of the Baltimore and Ohio and Chicago Railroad Companies, the Parkersburg Branch Railroad Company, the Philadelphia Branch and the Baltimore and Philadelphia Railroad Company; also the Funded Debt of the Pittsburgh and Connelville Railroad Company.
- Bonds for which the Company is Guarantor.
- Leases of the Company.
- Profit and Loss, Washington Branch.

The President and Directors take great pleasure in again acknowledging the faithful and efficient services of the officers and employees of the Company during the past fiscal year. To their special efforts is due the admirable condition of the Company's property, under a reduced expenditure in most Departments of the service.

By order of the Board,

CHARLES F. MAYER, President.

The foregoing Report was unanimously accepted and approved.

The meeting then proceeded to the election of Directors for the ensuing year.

Messrs. George J. Appold, Thos. I. Carey and Gilmor Meredith acted as Judges of Election.

The old Board was unanimously re-elected, Mr. William T. Dixon taking the place of Charles J. M. Gwinn, deceased.

DIRECTORS—Wm. F. Burns, Geo. A. Von Lingen, James Sloan, Jr., Wm. H. Blackford, Aubrey Pearre, Wesley A. Tucker, Maurice Gregg, J. Wilcox Brown, William F. Frick, George C. Jenkins, Alexander Shaw, William F. Dixon.

Routes and Rates to Winter Resorts.

The Baltimore & Ohio Railroad Co. has just issued a little booklet giving the routes and rates to various winter resorts in Cuba, Florida, North Carolina, Virginia, New Jersey, Pennsylvania and Georgia. The information is very conveniently arranged and indexed. Copies can be had by enclosing a two-cent stamp to Charles O. Scull, general passenger agent, Baltimore & Ohio Railroad, Baltimore, Md.

Saturday and Sunday Excursion to Washington.

The Pennsylvania Railroad Co., on Saturday and Sunday, December 1 and 2, will place on sale at ticket offices in Baltimore, excursion tickets to Washington, good on all regular trains in either direction, good to return until Monday, December 3, at the low rate of \$1.25 for the round trip.

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 Industrial Properties,
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CAPITAL, - \$1,000,000.

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J. WILLCOX BROWN, PRESIDENT.
 LLOYD L. JACKSON, VICE-PRES.

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 J. Willcox Brown, Leopold Strouse,
 Wm. A. Marburg, Charles Marshall,
 H. J. Rowdoin, H. A. Parr,
 Basil B. Gordon, B. N. Baker,
 Lloyd L. Jackson, Andrew D. Jones,
 Fred. M. Colston, James Bond,
 Joshua Levering, Alexander Brown,
 Frank Brown, T. K. Worthington,
 Of Baltimore.
 J. D. Baker, Frederick, Md.
 Walter S. Johnston, New York.
 August Belmont, New York.
 John B. Garrett, Philadelphia.
 A. A. H. Boissevain, London.

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 Louis McLane, Chairman, John A. Hambleton,
 Andrew Reid, Bernard Cahn, Alexander Shaw.
 Directors.—W. W. Spence, Christian Devries,
 C. Morton Stewart, Robert Garrett, Chas. D.
 Fisher, Andrew Reid, Wesley A. Tucker, Wm.
 H. Whitridge, John A. Hambleton, Thomas
 Deford, John E. Hurst, Stewart Brown, Wm. H.
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 Frank, John Gill, R. C. Hoffman, Alexander
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 Stockholders' Liability.....500,000 00
 Surplus and Reserve.....300,000 00
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Accepted by the United States Government as sole surety on Bonds of Distillers, Collectors of Customs and Internal Revenue, Gaugers, Storekeepers, and other government officials and employees.

Becomes surety on Bonds of officers and employees of Banks, Railroad, Express and Telegraph Companies, Officials of States, Cities and Counties. Also on Bonds of Executors, Administrators, Guardians, Trustees, Receivers, Assignees, Committees, and in Replevin, Attachment and Injunction cases and all undertakings in Judicial Proceedings.

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STOCKS or BONDS
 and wish to exchange them for other properties, send particulars to

C. W. DUNN,
 114 Nassau Street, NEW YORK.

RICHMOND TERMINAL
 REORGANIZATION.

23 WALL STREET, NEW YORK, NOV 1, 1894.

To all Holders of our Reorganization Receipts for securities of the Richmond & West Point Terminal Railway & Warehouse Company, Richmond & Danville Railroad Company and System, East Tennessee, Virginia & Georgia Railway Company and System:

On and after November 2d we shall be prepared to receive our Reorganization Certificates for conversion into securities, as provided in the plan of reorganization.

Each holder must deliver to us all Reorganization Certificates held by him, for the various old securities, which will be scheduled and consolidated by us. One hundred schedules will be taken in by us on each business day, and the new securities in exchange will be delivered on the following day.

All reorganization Certificates (unless "to bearer") MUST BE ENDORSED IN BLANK; and, if stock is desired in any name other than that appearing on the face of the Reorganization Certificate, its assignment must be acknowledged before a Notary Public or attested by some person satisfactory to us.

The new bonds are for \$1000 each. Persons entitled to fractions of a bond or of a share may either sell the fractions to us or we will sell them such amounts as may be necessary to entitle them to an entire bond or an entire share.

Holders transmitting Reorganization certificates by mail will please indicate whether they wish to sell or buy such fractions, and whether they wish the new securities sent by registered mail or by express at their expense.

DREXEL, MORGAN & CO.

INVESTMENTS IN THE SOUTH.
Exchange Banking & Trust Co.
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Paid up Capital, \$100,000. Authorized Capital, \$1,000,000.
 TRANSACTS A GENERAL BANKING AND TRUST BUSINESS. INTEREST ALLOWED ON DEPOSITS.

Investments made in safe and reliable interest paying Southern securities, and 1st mortgages on improved real estate in cities.

Correspondence solicited as to all Southern investments. Being within easy reach of all parts of the South, thorough and careful investigation for purchasers can be made of all investments.

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DIRECTORS:
 A. S. J. PERRY, of Johnston, Crews & Co., wholesale dry goods.
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To secure a PARTY WITH SOME MONEY to take part interest in a large wood working plant. Will pay good interest on investment. Address

PARTNER,

Care Manufacturers' Record.

WANTED.

A party with

\$50,000 to \$75,000

to take an active or silent interest in a first-class lumber company.

This is a good thing that will pay any person to investigate that wants a good investment in a well established and good paying business. Address

LUMBER,

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Simple. Rapid. Price, \$75.

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 In use on twelve railroads. Adopted by over thirty schools and colleges. Special rates. Good agents wanted. Write for further information to

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87 MAIDEN LANE, N. Y. JERSEY CITY, CHICAGO, PHILADELPHIA, BOSTON, LONDON

PROPOSALS.

DEPARTMENT OF THE INTERIOR, Washington, D. C., November 10, 1894. Sealed Proposals (in duplicate) will be received at the Department of the Interior until 3 o'clock P. M., Tuesday, December 18th, 1894, for the construction of a Telephone Exchange System for the Department of the Interior. Bids must be made on Government blanks. Blank forms of proposal, specifications, etc., may be obtained on application at the office of the Chief Clerk of the Department, where drawings showing details may also be inspected. All proposals received will be opened at the time and place above stated, and bidders are invited to be present at such opening. WM. H. SIMS, Acting Secretary.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., November 21, 1894.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 20th day of December, 1894, and opened immediately thereafter, for all the labor and materials required to furnish and erect complete one passenger elevator in the U. S. Courthouse, Custom house and Postoffice building at Duluth, Minnesota, in accordance with drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Duluth, Minn. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any and all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked "Proposals for One Passenger Elevator in the U. S. Courthouse, Custom house and Postoffice building at Duluth, Minnesota," and addressed to CHARLES E. KEMPER, Acting Supervising Architect.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., November 21, 1894.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 11th day of December, 1894, and opened immediately thereafter for all the labor and materials required for covering steam pipes, etc., in the U. S. Government buildings at Brooklyn, N. Y., Bay City, Mich., Denver, Colo., Hoboken, N. J., Kalamazoo, Mich., Louisville, Ky., New Bedford, Mass., and Rochester, N. Y., in accordance with the specifications, copies of which may be had at this office or the office of the Custodian. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated for opening will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked "Proposal for Covering Steam Pipes, etc., in the U. S. Government building at Brooklyn, N. Y., Bay City, Mich., Denver, Colo., Hoboken, N. J., Kalamazoo, Mich., Louisville, Ky., New Bedford, Mass., and Rochester, N. Y." (as the case may be) and addressed to CHARLES E. KEMPER, Acting Supervising Architect.

6000 Acres of Land
 3,000,000 FEET OF STUMPAGE,

Saw Mill, Planing Mill, Dry Kiln, Etc.

FOR SALE CHEAP.

We offer for sale as a whole or in parts the lands, timber contracts and the complete saw-mill and planing-mill plants of the Buchanan River Lumber Co., situated in Upshur county, W. Va. Title to lands guaranteed to be perfect. Mills and machinery in first class condition.

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Pebble Phosphate Land

on navigable stream close to
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For MACHINERY or FLOURING MILL
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Address PEBBLE, care Mfrs. Record.

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Portable Steel Railroad Culverts.

They are UNIQUE PRACTICAL, STRONG,
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ELECTRIC and STEAM RAILROADS. They
fill a long-felt want in RAILROAD CONSTRUCTION.
This invention is also admirably adapted for
HIGHWAY and COUNTY ROAD BRIDGES.
Send for descriptive circular. W. A. NICHOLS,
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A Complete PLANING MILL

PLANT. Now in full operation in a Virginia
town. Consists in part of Engine 14x20, two 60
H. P. Boilers, three Glen Cove Flooring Machines,
Trimmer, Resaw, Ripsaw, Automatic Grinder,
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2 DRY KILNS and 8 ACRES OF LAND.

It is situated at the junction of two railroads,
with plenty of lumber accessible. This plant
cost originally \$10,000, is comparatively new, but
will be sold at a sacrifice. Apply to

The PORTER-McNEAL CO.

Saw Mill Supplies.

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COMMISSIONER'S SALE

of
Valuable Brewing
and
Ice Manufacturing
Property.

Will be sold on the first Tuesday in January,
1895, at the door of the courthouse in Brunswick,
Glynn county, Georgia, by the undersigned com-
missioner, all of the property, real and personal,
notes, accounts and choses in action of the
Brunswick Brewing and Ice Company, in my
hands as receiver for said company. The whole
will be sold in a lump as an entire property or
plant. The property consists of a fully-equipped
beer and ice manufacturing plant, having a
yearly capacity of twenty thousand barrels of
beer and a daily capacity of twenty tons of ice,
and a full complement of machinery, apparatus,
apparel, appliances, furniture, fixtures, barrels,
kegs, bottles, etc., etc., therefor, and a fully
equipped bottling plant and soda and aerated
water plant; an electric light plant; one eighty
horse power steam engine; one eighty-five
horse power steam engine; one one hundred
horse power boiler; one one hundred and five
horse power boiler; about three (3) acres, com-
prising nine lots of land in the city of Brunswick,
on which the manufactories and improvements
are built.

In addition to the necessary buildings and
improvements for a well appointed brewery and
ice manufactory of the capacities be ore named,
there are an artesian well, furnishing more than
an abundance of pure clear water; a large and
handsome superintendent's dwelling house, cot-
tages ample for the accommodation of the work-
men; an extensive barn and stables; one com-
plete set of office furniture and fixtures, includ-
ing one iron fire-proof safe, desks, chairs, tables,
etc.; three single wagons, four double wagons
three sets of harness, the notes, book accounts
and choses in action, aggregate eight hundred
dollars.

The land aforesaid consists of lots 41, 42, 43, 44,
45, 46, 47, 48 and 49 of that part of the city of
Brunswick called the "33 Acre Addition." The
sale will be made pursuant to a decree of the
Superior Court of said county of Glynn bearing
date the 2d day of November, 1894, and will pass
the property to the purchaser entirely free and
clear of all and every lien or liens, encumbrance or
encumbrances of whatsoever kind or character;
a full and complete inventory particularly de-
scribing every item of said property can be seen
at the office of the clerk of the Superior Court of
said county of Glynn, in the courthouse in Brun-
swick, Ga., where the same is on file subject to
be examined by prospective purchasers and all
persons interested in said sale. Said sale will be
made by public outcry or auction to the highest
and best bidder. The purchaser will be required
to pay one thousand dollars in cash to the under-
signed upon the acceptance of his bid. The sale
will be at once reported to the court for confirma-
tion, and the balance of the purchase price
must be paid in such manner and at such time as
shall be directed by the court.

Full particulars and all information desired
can be had upon application to the undersigned
at Brunswick, Ga.

This November 13, 1894.

JACOB L. BEACH,
Commissioner.

RARE OPPORTUNITY

To Purchase

MACHINE SHOPS.

For particulars address

W. H. RUSSEL, Secretary, Fayetteville, N. C.

FOR RENT.

No. 754 West Pratt Street, Baltimore, Md.;
a building well adapted for manufacturing
purposes. Also store and bakery 610 North
Calvert street, and premises 615 and 617 Water
street, near Marsh Market Space.

CHAS. J. BONAPARTE,

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Industrial Plant, - - \$500,000

Paying 8 per cent. net.

Another, paying 8 per cent. for \$800,000

Another, paying 10 per cent. for \$15,000

All can be developed largely.

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THE WHOLE OR
HALF INTEREST IN
LARGE
MANUFACTURING
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Shows big profits and safer than banking.

For particulars address

A. B. J.,

care Manufacturers' Record

FOR SALE.

Wharf with 300 Feet Water
Front, Saw Mill, Planing Mill
and Sash Door Machinery,
with Lumber Yard covering
four acres.

All situated at Chestertown, Kent county, Md.

A Splendid Opportunity for a Floor-
ing and Box Business,

together with retail lumber and coal business.
Will sell very cheap and upon easy terms.

R. T. TURNER, Jr.

BETTERTON, MD.

I have a fine Mill Property
Building and Water-Power right
on the B. & O. railroad between
Baltimore and Philadelphia. It
is now equipped with old style
flour-making machinery and has
a capacity as such of 75 barrels
per day. But I wish to change
it. Want something more pro-
ductive. Hence I want to cor-
respond with a practical man
able to put in new machinery. It
would make a good cotton duck
factory. JOHN S. HUGHES,
Manufacturers' Record Building,
Baltimore, Md.

ICE and COLD STORAGE PLANT

BIRMINGHAM, ALA.

AT

AUCTION

Saturday, December 15, 1894,

Unless sold before at private sale. A 30-
ton Harrisburg Ice Machine and Cold
Storage Plant, now making ice. A great
bargain.

Title good, sale absolute. Full particu-
lars on application to

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Or to

BOWMAN & HARSH, Attorneys,
Birmingham, Ala.

FOR SALE or PARTNERSHIP.

Three-story brick, 5x150, five acres on railroad.
Good town. Building cost \$22,000. Suitable for
manufacturing. Price \$10,000, or \$5,000 cash and
\$5,000 in business. Box 43, Gallatin, Texas

Rare Opportunity

TO PURCHASE SAW
MILL, DRY KILNS
and everything com-
plete and in first-class
condition; North Car-
olina pine; capacity
15 to 20 M; plenty of timber; superior facilities
for rail and water shipment to all points. Del-
ightful climate, fine society and schools. Will
sell at sacrifice. Address SAW MILL P. O.
Box 378, Suffolk, Va.

For Sale.

5000 Acres Finest

AGRICULTURAL LANDS

in the Southern States. Sufficient canebrakes to
winter two thousand head bees annually. Lo-
cation all that could be desired. No encumbrance.
Titles perfect.

MRS. R. C. WATTS,

Cash's Depot, Chesterfield county, S. C.

A BICYCLE FOR \$15.00,

In Good Running Order, is one of our bargains
in Second-Hand High-Grade Wheels. One hun-
dred machines, \$15 to \$100. Send for descriptive
price list.

EISENBRANDT CYCLE CO. BALTIMORE, MD

FOR SALE.

An Automatic 25 Horse Power Engine and an Upright Boiler,

Made by the Erie City Iron Co., Erie, Pa. Both
are in prime condition and can be bought at a
bargain.

SOUTHERN QUEEN MFG. CO., Chattanooga, Tenn.

ENGINES FOR SALE.

One Buckeye Engine in per-
fect condition, 125 horse power,
16 x 32 cylinder.

One Brown-Corliss of 250
horse power, 24 x 48 cylinder.

Apply to JAMES L. ORR, Greenville, S. C.,
or O. H. SAMPSON & CO. Boston.

FOR SALE.

One new 5 x 7, 10 H. P.
Double Cylinder,
Single Drum
Hoisting

ENGINE

Suitable for raising 1500 pounds; price \$450.00.
Also one 15 Horse-Power Double Cylinder Otto
Gas Engine; one 6 Horse-Power White & Mid-
leton Gas Engine. Both in first class order.
Address REUTER & MALLORY, 22 Light
Street, Baltimore, Md.

FOR SALE.

ONE DAVIDSON PUMP,

brass lined, 16 in. steam, 9 1/2 x 16 in., 7 Duplex
Worthington Pumps, 12 x 6 x 12, several smaller
size Duplex Pumps, 4 engines, 20 x 24, 2 engines
10 x 10, 25 return tubular boilers, varying in size
from 6 to 100 horse-power each 14 loc-motive
boilers, varying in size from 30 to 100 horse-
power each. All the above are in good condi-
tion and will be sold cheap. Address

The Exeter Machine Works,

Manufacturers of Elevating and Conveying
Machinery, PITTSTON, PA.

FOR SALE

AT A SACRIFICE.

Two Complete Water Works Pumping Stations.

Each plant has duplicate set of Boilers and
Pumps. Boilers and three pumps in use only
since 1890. Capacity of each pump 15,000 gallons
an hour under 100-lb. pressure. Everything
entirely complete and guaranteed in first-class
condition. If in any way interested address

CHESTER E. ALBRIGHT,

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BOILERS FOR SALE.

Four 250 H. P. Manning Upright Boilers. Three 150 H. P. Tubular
Horizontal Boilers. Also lot of Chapman Vavles, Machinery, &c.

G. H. SIBELL & CO., CHICAGO, ILL.

Engine and Boiler.

Horizontal "Willbraham" disc crank 50 horse-
power Engine, 13 in. x 24 in., with fly wheel and
pulley. Also Horizontal Return Tubular Boiler,
48 in. x 16 feet stack, front and fixtures complete.
For sale cheap by

C. W. SCHULTZ & CO.,

308 Walnut Street, PHILADELPHIA, PA.

ON 'SINOT' IS

Address A. B. BOWMAN, Agent,

308 N. Second Street, PHILADELPHIA, PA.

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in want of New or Second-Hand

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WE WANT TO BUY. WE WANT TO SELL. WE WANT TO EXCHANGE.

Will exchange new machinery for second-hand
machinery. We carry a large line of second-
hand machinery of all kinds. Write us for what
you want. It will pay you.

CINCINNATI MACHINERY CO., 46 E. 2d St.,

CINCINNATI, OHIO

MACHINERY FOR SALE.

Engines, Boilers, Pumps, Shafting, Pulleys,
Hangers, Locomotives, Mixers, Pans, Disin-
tegrators, Rock Crushers, Steam Elevators, Leather
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